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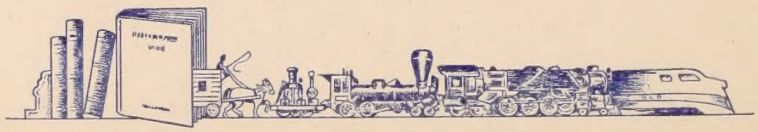
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Vol. VIII.

Baltimore and Ohio Magazine



May 1920

What the Baltimore and Ohio Magazine Stands For

BEGINNING with this issue, the style and size of the MAGAZINE are changed for the purpose of making it more attractive, and, it is hoped, more interesting and helpful to its readers. The new name, "BALTIMORE AND OHIO MAGAZINE," is adopted because it more exactly describes the MAGAZINE itself, published, as it is, by The Baltimore and Ohio Railroad Company and at its entire expense.

The BALTIMORE AND OHIO MAGAZINE will stand, first and always, for unqualified Americanism:

Americanism which believes that our democracy is the fairest government on earth, because it gives to its citizens protection without paternalism, and at the same time the largest measure of liberty, because it is liberty supported by just laws.

Americanism which recognizes these fundamental principles of national well-being: Full religious liberty and the integrity of our public school system. The conservation of our human resources through advanced laws, carefully prepared for the purpose of properly safeguarding working and living conditions, and for the proper enforcement of Safety regulations.

Americanism which bestows the rights of citizenship upon only such as are qualified to exercise them properly and defend them.

Americanism which holds as its finest attribute a cheerful willingness to be loyal to its ideals, no matter what the cost to the individual.

The BALTIMORE AND OHIO MAGAZINE stands opposed to the so-called "Nationalization of Industry;" opposed to any change in the fundamental principles of private ownership of property.

The BALTIMORE AND OHIO MAGAZINE takes this position because it believes that the individualism which insures the independence of character and action of every citizen, and which has been largely responsible for the material, intellectual and spiritual growth of our country, is for the greatest good of the greatest number.

The BALTIMORE AND OHIO MAGAZINE seeks earnestly for the truth in all things, and to this end it will open its pages to any subject, the free discussion of which will tend to the enlightenment and benefit of its readers, and for the better service of The Baltimore and Ohio Railroad Company's patrons. To be more specific: Articles on any helpful and important subject, written by Baltimore and Ohio employes or others, whether they conform or are contrary to the policy of the MAGAZINE as above outlined, will be printed, and will be answered in the same issue by some person competent to deal intelligently with the subject.

It is obvious, of course, that such subjects as partisan politics and religion have no place in this MAGAZINE. Again, the desirability of excepting "Wages," "Hours of Service" and such other subjects as might lead to personal and acrimonious discussion concerning officers and employes, will appeal, we feel sure, to the good and fair judgment of every reader.

The old New England Town Meeting helped solve the social and political problems of colonial times. Indeed, the Town Meeting is still the successful organization of self-government in many New England communities. Like it, it is hoped that the MAGAZINE will become the place where, once a month, we may all meet for the free and frank discussion of our mutual interests and those of the people we serve; that the MAGAZINE can be made a vital factor in the solution, or at least in the better understanding, of the complex industrial problems of the day; that through the agency of the MAGAZINE a better understanding can be brought about among the officers and employes in all branches of the service.

To do this, articles and suggestions intended to improve the service are cordially invited. The BALTIMORE AND OHIO MAGAZINE will be as good or as bad as we unitedly make it, and the assistance of all is desired to the end that we may realize the greatest good from the opportunity afforded through its open pages.



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Wise Doctor

Mrs. Knaggs: "Did the doctor ask to see your tongue?"

Husband: "No; I told him about yours and he ordered me away for a rest.—Boston *Transcript.*

Prayer for Freedom

Tommy had been out playing till he was very tired, and did not feel inclined to say his prayers, but his mother insisted. So Tommy began:

"Now I lay me down to sleep,
I pray the Lord my soul to keep—"

"If," prompted his mother.

Tommy (sleepily)—"If he hollers let him go.
Eney, meeny, miny, mow."—*Exchange.*

□

I Don't

My parents taught me not to smoke;—
I don't;
Or listen to a naughty joke;
I don't.

They told me that I should not wink
At pretty girls, nor even think
About intoxicating drink;
I don't.

I don't kiss girls—not even one;
I do not know just how it's done;
You wouldn't think I'd have much fun—
I don't. —*Exchange.*

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BALTIMORE & OHIO MAGAZINE

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to promote community of interest and greater efficiency among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request

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Provisions in Esch-Cummins Bill Concerning Relations Between Railroad Companies and Their Employes

Sections 300 to 316 of the Act, inclusive (printed in full on page 28 of this issue), as stated in the title, deal only with disputes between carriers and their employes and subordinate officials. Some of the outstanding features of the Act are as follows:

In Section 301 it is provided that—

"*It shall be the duty of all carriers and their officers, employes, and agents to exert every reasonable effort and adopt every available means to avoid any interruption to the operation of any carrier growing out of any dispute between the carrier and the employes or subordinate officials thereof.* All such disputes shall be considered and, if possible, decided in conference between representatives designated and authorized so to confer by the carriers, or the employes or subordinate officials thereof, directly interested in the dispute. If any dispute is not decided in such conference, it shall be referred by the parties thereto to the board which under the provisions of this title is authorized to hear and decide such dispute."

Section 302 provides that—

"Railroad Boards of Labor Adjustment may be established by agreement between any carrier, group of carriers, or the carriers as a whole, and any employes or subordinate officials of carriers, or organization or group of organizations thereof."

Section 304 provides for the establishment of a board to be known as the "Railroad Labor Board," to be composed of nine members as follows:

Three members constituting the labor group, representing the employes and subordinate officials of the carriers;

Three members constituting the management group, representing the carriers; and

Three members constituting the public group, representing the public.

All appointments to be made by the President, by and with the consent of the Senate.

Section 307 provides that—

(2) "The Labor Board shall hear, and as soon as practicable and with due diligence decide, any dispute involving grievances, rules, or working conditions, in respect to which any Adjustment Board has failed or will fail to reach a decision within a reasonable time, or in respect to which the Labor Board determines that any Adjustment Board has so failed or is not using due diligence in its consideration thereof."

(*d*) "All the decisions of the Labor Board in respect to wages or salaries and of the Labor Board or an Adjustment Board in respect to working conditions of employes or subordinate officials of carriers shall establish rates of wages and salaries and standards of working conditions which in the opinion of the board are just and reasonable. In determining the justness and reasonableness of such wages and salaries or working conditions the board shall, so far as applicable, take into consideration among other relevant circumstances:

(1) The scales of wages paid to similar kinds of work in other industries;
(2) The relation between wages and cost of living;
(3) The hazards of the employment;
(4) The training and skill required;
(5) The degree of responsibility;
(6) The character and regularity of the employment; and
(7) Inequalities of increases in wages or of treatment, the result of previous wage orders or adjustments."

Realizing that the people as a whole require and must have an uninterrupted transportation service at all times, Congress has endeavored to so provide by law that railway employes shall be assured just and reasonable treatment and wages at all times and under all circumstances, thus making it unnecessary for railway employes to resort to the use of the strike in the future in order to obtain just and reasonable wages and working conditions. To this end Congress not only provided for the Labor Board, but it also gave definite instructions to the Board concerning the things which it should take into consideration when fixing fair and reasonable wages and working conditions.

While it was the purpose of Congress to provide legislation of such a character as to make it unnecessary for railroad employes to strike in the future in order to obtain just and reasonable treatment, Congress did not in any way restrict the right of the men to leave the service of the Companies either individually or collectively, nor did it in any sense restrict the personal freedom of railway employes. It did, however, say that, "*It shall be the duty of all carriers and their officers, employes and agents to exert every reasonable effort and adopt every available means to avoid any interruption to the operation of any carrier growing out of any dispute between the carriers and the employes or subordinate officials thereof.*"

Railroad employes under the Esch-Cummins Bill are the only body of workmen in the United States who are guaranteed by law just and reasonable wages and working conditions, with suitable agencies also provided by law, charged with the duty of seeing that wages and working conditions are just and reasonable at all times. Under these circumstances the public may reasonably expect that interruptions of the railway service, with the inconveniences flowing therefrom, such as have taken place in the past, will be unnecessary and therefore unknown in the future.

The Baltimore and Ohio Company will endeavor to comply fully with the spirit and intent of the law, and earnestly desires the cooperation of all its officers and employes in that effort.

April 30, 1920

Daniel Willard, *President,*
The Baltimore and Ohio Railroad Company

George M. Shriver, Senior Vice-President, and in Charge of Accounting, Claim, Treasury and Relief Departments

[Although our Executive Officers as individuals need no introduction to the readers of the MAGAZINE, it seems appropriate at this time to publish short sketches of their careers, this article on our Senior Vice-President being the first of a series which will appear]

BACK of the rolling of cars and engines; back of the activities in the shops and terminals; back of the receiving and distribution of traffic and the accumulation and distribution of material; back of the new construction and constant rebuilding,—back of all the bustle and energy in providing and carrying on transportation, is the less noticeable but none the less essential factor—Finance. Finance, expressed in the vast number of accounting operations, in the receipt and disbursement of millions of dollars annually, the collection and conservation of the monies necessary to meet the pay checks distributed twice each month to the more than sixty thousand employes; expressed, in fact, in every receipt and in every expenditure which day by day records the progress of the railroad business.

The Operating Department struggles with its operating ratio, now, on practically all railroads, higher and more onerous than ever before. The Traffic Department is ever alert for new and more business, constantly concerned in reporting each month and year a larger amount in gross than for the preceding similar period. But Finance, surveying the whole situation, is, in the last analysis, responsible for the health of the railroad structure; for the blood stream which carries vigor and life into all the component parts of its enormous, yet complicated and delicately adjusted body.

Say what you will about the importance of Labor, for good operations; of Material, for good upkeep; of Traffic, for good business;—Finance includes all three in its survey, correlates their activities and progress, and, in addition, must constantly survey trade conditions, must keep its hand on the pulse of the money market to see that necessary funds for support are available, when needed, and as cheaply as they can be obtained.

Though Traffic be heavy and Operations efficient, Finance, after all, is the determining factor in making them realize their greatest possibilities.

What has been the net result of operations in relation to the investment? What must it be in the future to justify further expenditures? How are we going to furnish the funds to take care of this or that maturing obligation—what is the best form of refinancing? Is it cheaper to borrow money now for future requirements or to wait? Will it cost more in the long run to hold off repairing this block of equipment or to provide for its renewal immediately?

These are but general examples of the enormously important questions which affect the blood stream of the Railroad's life. Their diagnosis and treatment are affected by a multitude of conditions—by the status of business in general, with all its ramifications—and it is the business of Finance to know all these things accurately in relation to the Railroad's condition.



George M. Shriver, Senior Vice-President

"Finance" on the Baltimore and Ohio is personified in George M. Shriver, our Senior Vice-President, and in charge of the Accounting, Claim, Treasury and Relief Departments, another notable example of the self-made railroad executive.

Mr. Shriver is the son of the late Rev. Samuel S. Shriver, a Presbyterian minister, and was born at Hightstown, N. J., in 1868. After receiving an education in the public schools of Baltimore, Mr. Shriver entered the employ of the Company in 1887 as a clerk in the Accounting Department, and was later in the service of the United States

Express Company, which operated over this Company's lines.

In 1888, Mr. Shriver became Private Secretary to Charles F. Mayer, then President of the Consolidation Coal Company, and when Mr. Mayer became President of the Baltimore and Ohio in the Autumn of 1888, Mr. Shriver reentered railway service as Private Secretary to the President.

When, in 1896, John K. Cowen became President, Mr. Shriver continued as his Secretary and also filled the same position under President L. F. Loree. In 1901, shortly after President Loree took charge, Mr. Shriver was promoted to Assistant to President, and filled this position during Mr. Loree's administration and the term of President Oscar G. Murray. A year after Mr. Willard became President, Mr. Shriver was elected Second Vice-President at the meeting of the Board of Directors, held January 12, 1911.

Effective July 1, 1916, the Board of Directors eliminated the numerical designations of the four Vice-Presidents theretofore used, and assigned various departments of the Company's organization to each. In this change Mr. Shriver was elected Vice-President in charge of the Accounting, Claim, Treasury and Relief Departments, which position he has continuously filled except, of course, during the 26 months the roads were under Federal control. During that time, however, he continued with the Corporation as the only Vice-President of the Baltimore and Ohio Railroad Company, the other Vice-Presidents being made Federal officers.

During Mr. Cowen's administration Mr. Shriver had much to do with the financial reorganization of the Company and since then has taken a large part in the financial arrangements which have rendered possible the great enlargement of the property and the extension and improvement of its facilities.

During the period of Federal control, great responsibility rested upon Mr. Shriver, particularly with respect to the Company's claims for compensation under the Act of Congress which turned the Railroad properties over to the Government. Here he did extraordinary work in the preparation and presentation of the Baltimore and Ohio's requirements, and their successful conclusion must have been to him a most gratifying reward.

When the President of the United States announced that the roads would be turned back to their owners on March 1, 1920, a period of reorganization was necessarily imminent which involved considerable thought and detail work in order that the properties could be taken back with the least possible interruption or confusion. In anticipation of the change, the Board of Directors took the whole matter under consideration and, under date of February 25, 1920, appointed its official staff for the handling of the Company's business. In recognition of Mr. Shriver's great ability, constantly exemplified during his whole career with the Company, he was elected to the rank second only to that of the Chief Executive, namely, Senior Vice-President, and in charge of Accounting, Claim, Treasury and Relief Departments.

Notwithstanding his many important duties as an officer of the Company, and fully realizing the vast amount of additional work that would be imposed upon him, Mr. Shriver has nevertheless willingly responded to the call of the Eastern Carriers to act as Chairman of the Accounting Committee and to supervise and present statistical data in their several cases before the Interstate Commerce Commission in connection with the applications for advances in rates, and he has just submitted to the Commission summaries and statements of the requirements of the railroads under present conditions. The importance of his work in this connection can only be measured by the far-reaching effect of the pending rate case itself, not only to the railroads but to the whole industrial and commercial structure of the country.

We are sometimes disposed to feel that men who carry on their shoulders weighty problems such as those just discussed, lose contact with the men on the road, and the men in the shop and office. In the cases of most so-called "big men," this supposition is entirely erroneous. It is certainly erroneous so far as Mr. Shriver is concerned, for, despite the large amount of work which directly devolves upon him, he has always managed to maintain a very direct contact with the work of the various departments under his supervision, and close personal relationship with the officers in direct charge.

Mr. Shriver's associates say that he has but one hobby, and that, work—work—work. And if this be indicative of a man of simple and modest taste, so also is the way he gets his recreation. His home is in Pikesville, Md., and there he enjoys with his family the charm of country life, the supervision of his farm, taking particular interest in the growing of hard yellow corn to be fed to glossy black Berkshire hogs.

The simplicity of his home life is reflected in his business surroundings. He receives visitors in his office with a quiet cordiality which inspires immediate confidence in his sympathy and judgment. He is a Baltimore and Ohio man through and through, always interested in each and every one associated in its activities. His friends on the Railroad are legion, as will be attested by many who read this paragraph and can vouch for its accuracy by their own personal and pleasant experiences with him.

—

Do You Qualify for a Raise?

"I KNOW I'm worth forty dollars a week," complained Bronson to the Boss; "because you pay Wadsworth forty, and I'm just as good a man as ——"

Just then there came a resounding crash from the street below. The Boss jumped to his feet. "Find out about it!" he commanded Bronson.

Bronson left without delay and returned with this information: "Some truck ran into one of our trucks."

"Whose truck was it?" urged the Boss.

Bronson said he would find out, and at the end of seven minutes came back to advise, "One of Dorsey's."

"Who was at fault?" urged the Boss with some heat. Again Bronson was gone, for five minutes, and he reported thus: "Dorsey's man was at fault."

"Won't you be seated," said the Boss, with a trace of sarcasm; and he rang for Wadsworth.

"Wadsworth—an accident has just occurred in the street below. Find out about it, please."

"Yes, sir!" said Wadsworth.

Only that. "Yes, sir!"

When he returned in five minutes he had this to say to the Boss, and to Bronson:

"One of Dorsey's young boys backed a truck into the truck that 'Mike' Bannon drives. It broke one of the wheels off our truck, but the horses did not run. Mr. Dorsey admits it was his boy's fault and says he will foot the repair bill. The horses were not hurt; no one was hurt. Bannon has hitched his team to one of the reserve trucks, and there will be no delay in the shipment."

"Thank you!" said the Boss.

And when Wadsworth withdrew: "There's your answer, Bronson. When you can look me in the eye and tell me you're 'just as good' a man as Wadsworth, come back for that raise."—*Thermoid News.*

—

Cars Are Only Earning When Wheels Are Turning

Turning Waste Into Money

By-Products of Alcohol Manufacture Developed in Fifteen Million Dollar Plant by United States Industrial Chemical Company

By Margaret Talbott Stevens

WHEN Milady fills her dainty handkerchief with fragrance from a tiny bottle of cologne, we wonder if she ever realizes the enormity of the industry which produces the alcohol that forms the basis of this kind of perfumery. Yet, important as the manufacture of cologne may seem to her, it is an almost insignificant one of the hundreds of uses of alcohol. Perhaps its greatest industrial use is as a solvent such as is used in the manufacture of dyes, soaps, varnishes and enamels, lotions and liniments, flavoring extracts, disinfectants, drugs and chemicals.

The increased production of alcohol alone, by means of the discovery of new processes of manufacture, has been a source of enormous importance to the industrial world. Interesting, too, is the value now arising from former wastes of production, and affecting not only the conservation of materials but also the efficiency of the human factor. For every new by-product successfully manufactured and marketed means an increase in the individual average of production, and more useful things available for human consumption and comfort. Without capital for scientific investigation (often carried on at a loss), material, labor and production would all suffer.

Ten or fifteen years ago industrial plants were concerned only with the manufacture of their respective principal products. This was largely true in the production of steel, coke, chemicals, etc., and an enormous amount of material, the by-products of the industries, was thrown away. This waste material science has now learned to utilize so that it becomes useful to both the manufacturer and to the public. Let us take, for example, alcohol and its allied industries in Baltimore.

When the United States Alcohol Company at Curtis Bay was at first interested only in the manufacture of alcohol, the waste from the processes of its production was dumped into the bay. The Government's objection to this method of disposition, which caused the pollution of the waters and, among other things, the poisoning of the fish, stimulated scientific investigation and resulted in the discovery of a variety of industrial uses for the waste as well as for the alcohol itself. Herein lies the "why" of the existence of the United States Industrial Chemical Company at Stone House Cove, just across a little inlet from the Alcohol Company on Curtis Bay.

Connecting these two plants is a large pipe through which flows the waste, or what they call the "slop."

All of the alcohol is produced from molasses, which is itself a by-product from the cane sugar refineries of Cuba and Porto Rico. It is brought to Baltimore in tank steamers and stored until needed. The storage capacity here for this article is 18,000,000 gallons, 150,000 gallons of which can be used in a single day. The production of pure alcohol is the first step. This having been accomplished at the Alcohol Company's plant, by means of fermentation, distillation and rectification, the residue or "slop" is sent over to the Chemical Company, whose job it is to render this waste marketable. The products to be worked up from this material are determined by the laboratory.

(Right here, parenthetically, we pause to inject a paragraph not directly related to the subject of this story. The very existence of such enormous plants as the United States Industrial Chemical Company, with its large investment of capital, its large consumption of raw material and its large employment of labor, proves the need for the scientific investigator. Without him there would be no reason for such plants. Without him useful by-products would not be discovered. Without his theoretical training, gained in the schools and colleges of our country, in physics, chemistry, and other practical sciences, it would be impossible for him to conduct the experiments which lead to useful discoveries. We are not pleading for recognition for the scientist in the industrial laboratory, for he is well paid for his useful work. But we do want to put in a word for the men and women and institutions—the teachers, the professors and the colleges, which taught him how to do it. They are miserably underpaid as compared with the rest of us and they deserve our support for greater remuneration.)

The Yeast Bug in the Laboratory

The laboratory has two branches, the general chemical laboratory, where each man has his particular problems relating to the composition of some product, and the bacterio-



Efficiency and employe comfort go hand in hand in the construction of this modern plant



Just a little corner in a still house showing a bit of the apparatus

logical laboratory, where methods of fermentation are worked out and where yeast is "grown." The ordinary person knows, perhaps, of two or three kinds of yeasts, but according to the chemists here there are "57 varieties" or more. Experimental colleges throughout the country make a specialty of "raising" certain kinds of yeast bacteria and of supplying it to these industrial plants. One little yeast "bug" placed on the end of a platinum needle can serve as the basis for thousands of gallons of an yeast substance which may be turned into alcohol.

Each chemist works for a definite result. If his little experiment in the test tube appears to be successful, the idea is tried out on a larger scale by means of copper retainers, larger tubes, beakers and jars. At the left of the main laboratory is a building in which the test may be carried out still further. Finally, if this experiment is a success, the development of the apparatus for the manufacture of the article for commercial purposes is simply a duplication of the little test tube affair, but on a larger scale.

Calorine

One of the scientific discoveries of the last few months is a product known as calorine. In spite of its having been but recently put on the market, the demand for it has grown rapidly. It is used like acetylene, to provide the intense heat needed in welding hard metals. There is still a possibility of its being used for lighting and heating, although its purpose as such has not yet been developed.

Alcogas

Perhaps there is no motor fuel which is attracting more attention in this section of the country than alcogas. Just across the Baltimore and Ohio Railroad tracks, in the rear of the laboratories, stands the Alcogas building. Scattered about it are about eight immense tanks. This plant, a part of which is still under construction, will have a capacity of over 300,000 gallons of motor fuel per day. It is a question whether alcogas will ever supersede gasoline, but it is fast becoming its rival. The plant is unable to keep pace with the demands of the motoring public. Alcogas is being used also for airplane fuel, the Post Office Department having adopted it for use in its airplane mail service.

Potash from Molasses

Potash salts, such as potassium sulphate, chloride, carbonate, decolorizing carbon, glycerine, and ammonia, are all manufactured here. These are also molasses products. The raw material is carried by pipes through three big boilers and subjected to intense heat. Each of these boilers is large enough to allow a man to work comfortably inside of it whenever the small pipes need cleaning. These pipes are about two inches in diameter.

By the time the liquid is ready to be taken from the third boiler it has become a thick, dark mass, not unlike boiling molasses taffy in appearance and odor. They tell us, however, that its taste is very bitter. This substance is stored in tanks and set aside until ready to be turned into potash. This is accomplished by another heating process, which is continued until only an ash remains. When we consider that about 90 per cent. of the raw material before boiling is water, we can realize why such a great amount of boiling is necessary. Some of these boilers register as high as 3,000 degrees, Fahrenheit.

Machinery Built in Plant Shops

Because of the enormous amount of apparatus that is used, there is a corresponding amount of repair work to be done. The company maintains its own shops at both plants, the one at Curtis Bay being known as the Copper and Iron Works. The shop at the chemical plant is divided into two sections: the copper and iron section, and the carpenter shop. These shops not only make and repair the apparatus used by the two plants, but are also concerned with much outside work, the greater part of which is repair work on the many ships that arrive in Baltimore.

"He Made His Wife a Washerwoman"

On nearly every post in the shops is a Safety warning. Some of these



Here are the 60,000 gallon stills; the two together would make a good sized swimming pool

are done in attractive colors, and each is a vivid picture of some result of carelessness. There is one of a woman bending over a washtub that bears the inscription, "He made his wife a washerwoman;" another which says, "You can go to the First Aid Stations, if you wish, but who wants to go to a First Aid Station?" These First Aid Stations, however, are very attractive miniature hospitals, clean and white, and well fitted to care for the injured. That there are comparatively few accidents is a remarkable record for an industrial plant of this size.

Some Other Buildings

Order is the first law of the power house; the great, shining mass of machinery, cleaned and oiled to perfection, moves along with such seeming ease that there is scarcely a sound to tell of the tremendous amount of work that it does.

The great storehouse, with its thousands of kinds of material systematically arranged, shows that it is one of the most important factors in the operation of the plant.

In a little group to the right of the laboratories we find a dwelling known as "The Hotel," an apple orchard, garages, a number of great empty tanks, and the "Vinegar Building."

The empty tanks were formerly used in the manufacture of acetone for the Government during the war, while the "Vinegar Building" supplied the vinegar from which the acetone was made.

All of the buildings are of steel and concrete construction throughout.

Manufacturing Facilities

The water necessary to manufacturing at the Alcohol Plant is obtained from a well which supplies 5,000,000 gallons of fresh water per day. There are ample facilities for barreling and shipping in barrels, drumming and shipping in drums, or shipping in tank cars. The barreling facilities permit of barreling and shipping 1,500 barrels per day; the company owns and operates its own tank car line, consisting of about 500 steel tank cars.

The still house has an equipment consisting of four eight-foot continuous stills, six 30,000 gallon intermittent rectifying columns, and four 50,000 gallon intermittent rectifying columns. There is a molasses storage of 18,000,000 gallons, a capacity for working up approximately 150,000 gallons of molasses per day, and warehouse storage capacity for 4,000,000 gallons of alcohol.

Improvements

During the last ten years the industry has increased in size about 700 per cent., until at present the quantity of industrial alcohol used in the United States amounts to approximately 75,000,000 proof gallons annually. During this period of growth of the industry, rapid strides have also been made in the development of processes of producing the alcohol and its by-pruducts, and also in the perfecting of apparatus for the recovery and purification of the alcohol produced. Plans are still under way for many improvements. Additional room has been provided in the laboratories for more intense microscopic work and for the incubation of yeasts.

With all of the extensive apparatus which is being changed continually; with all of the laboratory experts and the large forces of men employed in this work; with the business-like manner in which they manage to dispose of the waste, some results worth while must be brought about. We ask the final question, "Do they ever waste anything?" They answer "Almost nothing."

What Time Is It?

By W. C. Donnelly
Supervisor of Time Service

WE have at present a perplexing question to solve when we consider the many different times in use today; we have the Standard Time, comprising Eastern, Central, Mountain and Pacific time, and in addition to this, the Daylight Saving Time in New York and other states and cities. It behooves a railroad man to have a standard watch, to have it inspected by our local watch inspector in April and October, and also to have it compared semi-monthly. Each railroad man should see that his watch is correct with the standard clock which is found at all trainmen's registering stations and which maintains the correct time for the division. By following the above, confusion will be avoided and perhaps serious accident prevented.

American Legion Posts?

ARE there any American Legion Posts of Baltimore and Ohio men on the Railroad besides the one recently organized in Baltimore, for which a charter is now being granted? If so, we would appreciate information concerning them as we feel that the MAGAZINE would be neglecting one of its most important privileges and duties if it did not keep its readers in touch with the activities of our employes who served in the World War and thereby helped perpetuate the fame of "The Baltimore and Ohio for the Nation's Service."



Patented November 12, 1919; Copyrighted 1919 The American Legion

Mr. Superintendent or Supervisor, What Do You Think of Suggestion Boxes?

To the Editor:

Many large corporations have adopted workmen's suggestion boxes with gratifying results. Why not adopt them on the Baltimore and Ohio Railroad?

The scheme consists of boxes under lock placed at various points where all employes have access to them and can deposit any suggestion they wish to make pertaining to betterments or any unsafe conditions they observe. I am satisfied that it would produce some good recommendations covering improvements, conservation of material, Safety, etc.

The scheme affords an excellent opportunity for the man in the ranks to make his ability known to his superiors and thereby aids his future advancement. Realizing this, employes will become more interested in their work. What we need is interest and earnest cooperation. No matter what position we occupy, let us feel that we are important parts of a big machine and that our employers' interest is our interest.

(Signed) M. E. MARTZ,
Locomotive Inspector,
Somerset, Pa.

Welcoming Miss Stevens

My Dear Mr. Editor:

As the dean of the women employes at Mount Royal Station, upon me devolves the extremely pleasant duty of welcoming to our daily habitat the new associate editor, Miss Margaret Talbott Stevens.

We have all been regularly enjoying her cheery prose and poetry in our MAGAZINE, and we hold ourselves doubly fortunate in gaining her daily presence.

Yours truly,
(Signed) ELIZABETH P. IRVING,
Librarian.

Below: It is an old custom of the seas that when a ship crosses the equator King Neptune with his entourage comes aboard and initiates all landlubbers as his subjects. Photo shows sailors of U. S. S. Idaho "paying the price of being a real sailor" by diving into the "mysteries of the deep" for the amusement of King Neptune. Officers and men alike bow before him.





Above: "Jennie," the New York Hippodrome elephant, under the guidance of Mrs. George Powers, wife of "Jennie's" owner, doing her Easter shopping in Fifth Avenue.

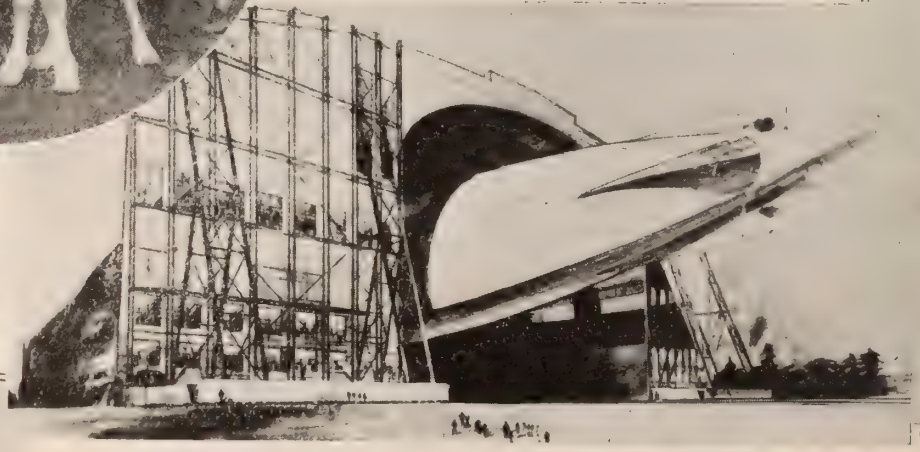
Below: "Beer-Sheeba," a Barnum & Bailey-Ringling Brothers camel, with "Two Seventy-Five," the baby camel born on the train while the circus was coming from winter quarters at Bridgeport, Conn., to New York, to show in Madison Square Garden.





Above: View of a section of one of the refugee trains on the Trans-Siberian Railroad, showing the poverty-stricken conditions under which the Siberians live and travel. Note the A. E. F. Doughboys who have been guarding the Siberian Railroad.

Right: Architect's drawing of the new United States Navy Hangar, the largest in the world, on which construction



has been started at Lakehurst, N. J. It will house two dirigibles more than twice as large as the English R-34. Its length is expected to be 1,000 feet, its width 318 feet and its height 200 feet.

Critical Car Shortage Can Be Relieved by (1) More Car Miles Per Day (2) Increased Car Load

By W. G. Curren
General Superintendent Transportation

The average freight car works only one day in eight. If we can increase this proportion to one day in six, we can save the millions otherwise needed for new cars. Mr. Curren tells us how it can be done in this article.

Fellow Officers and Employes:

This country is experiencing one of the greatest car shortages on record, and I am appealing to everyone to do his or her bit to help relieve the critical situation.

There are approximately 270,000 miles of railroads in the United States. The freight equipment owned is about 2,700,000 cars and the average capacity is about 40 tons.

For obvious reasons the new freight equipment built during the past six years has not kept pace with the increase in traffic. To take care of the current traffic and, in addition, the normal increase in traffic, there should be provided not less than 500,000 additional freight cars during the next 3 or 4 years. Considering the financial situation, the labor and material costs, it is a serious problem as to how many cars can or will be built, and no matter how many are built the immediate necessity is to take care of the present volume of business with the available cars. It is manifest that a much greater use must be secured out of equipment in order to avoid a serious situation; in other words, it is going to be necessary for everybody to put their shoulders to the wheel.

What 20 Per Cent. Increase Will Do

An increase of 20 per cent. in the average miles per car per day by reason of quicker handling is equal to an increased ownership of about 500,000 freight cars in the United States, while an increase in the net carload of 2 tons per car is equal to about 200,000 additional freight cars per year in service.

On the Baltimore and Ohio it will be our endeavor to relieve the present situation by making 3 cars do the work of 4. Let us assume that the average miles per car per day is 27. If that is increased by one-third, or 9 miles, equaling 36 miles per car per day, it would bring about the result desired.

On the basis that the average miles per day for the average car is 27, and assuming that the average speed of a freight train is 9 miles per hour, this means that cars are actually moving in trains but 3 hours out of each 24, or one day out of 8. Therefore, in order to make the increase desired, the time in yards, waiting classification, movement to or from the consignee, loading or unloading, etc., will have to be reduced 2 days; *i. e.*, the actual time in trains will have to be 4 hours out of each 24, or one-sixth of the time, so that the average car will be in motion one day out of each 6 instead of one day out of 8. This does not appear to be a difficult task and it should be possible to accomplish by MORE PROMPT (1) Classification in train yards; (2) movement to or from train yards to point of loading or unloading; (3) placement for loading or unloading; (4) loading and unloading by shippers.

Appeals for cooperation should be made to the public through the various industrial bureaus and trade associations of the larger cities and in addition, with the individual shipper along the lines mentioned.

If shippers do not load promptly and are not loading cars to their full cubical or physical carrying capacity (according to commodity), or are slow in the release of inbound cars, their car supply should be restricted.

It should be remembered that cars were built FOR TRANSPORTING AND NOT STORING FREIGHT, and that cars ARE ONLY EARNING WHEN WHEELS ARE TURNING.

STATEMENT OF ACTUAL AVERAGE MILES PER CAR PER DAY
(Including Bad Order Cars)

Division	Jan. 1920	Feb. 1920	Mar 1920	Highest Monthly Record Performance since January 1, 1912	Per Cent. Increase or Decrease March, 1920, Over Best Previous Record Inc.	Per Cent. Increase or Decrease March, 1920, Over Best Previous Record Dec.	Divisional Standing
Philadelphia	35.4	32.7	47.7	72.3	....	34.0	14
Baltimore	13.4	11.6	13.6	16.4	....	17.1	8
Shenandoah	16.9	13.1	14.7	23.0	....	36.1	16
Cumberland (East)	57.8	60.7	65.7	....	....	....	..
Cumberland (West)	43.2	40.0	42.6	....	....	....	..
Total	51.8	51.9	55.8	76.3	....	26.9	13
MARYLAND DISTRICT	30.5	27.5	32.5	....	....	....	..
Connellsville	24.0	26.1	30.3	32.5	....	6.8	4
Pittsburgh	20.8	18.6	22.6	34.4	....	34.3	15
PENNSYLVANIA DISTRICT	22.3	21.6	25.9	....	....	....	..
Monongah	12.9	13.5	14.0	13.5	3.7	....	2
Wheeling	12.7	14.7	14.5	29.1	....	50.2	18
Ohio River	27.4	30.8	29.5	37.2	....	20.7	11
Charleston	13.1	13.5	14.8	14.2	4.2	....	1
WEST VIRGINIA DISTRICT	14.0	15.2	15.5	....	....	....	..
BALTIMORE & OHIO EASTERN LINES.	23.5	22.6	26.1	....	....	....	..
Chicago	31.9	34.8	34.2	41.0	....	16.6	7
Newark	26.8	28.7	28.6	36.9	....	22.5	12
New Castle	28.1	28.0	30.7	37.5	....	18.1	9
Cleveland	17.6	15.8	16.1	27.9	....	42.3	17
NORTHWEST DISTRICT	26.6	27.4	27.7	....	....	....	..
Ohio	57.3	59.2	59.8	69.5	....	14.0	6
Indiana	26.3	29.6	29.6	29.6	....	....	3
Illinois	20.7	24.1	26.1	29.7	....	12.1	5
Toledo	16.0	18.6	20.2	25.2	....	19.8	10
SOUTHWEST DISTRICT	23.6	25.8	27.6	....	....	....	..
BALTIMORE & OHIO WESTERN LINES.	25.3	26.8	27.7	....	....	....	..
BALTIMORE & OHIO SYSTEM	24.3	24.5	26.8	....	....	....	..

OFFICE GENERAL SUPERINTENDENT TRANSPORTATION
Baltimore, April 14, 1920

George H. Emerson, Chief of Motive Power

From Boilermaker Apprentice in 1883 on the Great Northern Railroad to Chief of Motive Power on the Baltimore and Ohio in 1920, George H. Emerson's career is an inspiration to every man who believes in his own future and is willing to work for it. Big-framed and broad-shouldered, democratic and good-natured, Mr. Emerson's recent important work as head of the Russian Railway Service Corps has not spoiled him as a good locomotive fireman or engineer, should the occasion arise. He is a member of the American Legion, prefers a pipe to cigars, and likes men.

IT was my pleasure to meet George H. Emerson before I knew of his connection with the Baltimore and Ohio Railroad. Our casual acquaintance was impromptu and informal—as we happened to find seats together in the waiting room at Camden Station. Without being told, I would have said that he was a railroad man. I imagined him as the type who sits on the right hand side of the locomotive, controlling the courses of our freight and passenger trains. And my guess was not so far off, after all, for when I later had occasion to talk with him for the MAGAZINE I found that about thirty years ago—in 1891, to be exact—he was a locomotive engineer with the Great Northern Railroad.

George H. Emerson was born August 12, 1869, of a railroad family. In fact, his father was a locomotive engineer on the Great Northern Railroad and enjoyed the friendship and respect of such men as Mr. Frederick D. Underwood, now President of the Erie Railroad, and of Mr. James J. Hill, late President of the Great Northern Railroad, generally considered to be the greatest railroad builder and genius of his time.

Mr. Emerson's material inheritance gave him no more than a common schooling. But his birthright carried with it the privilege which is denied to few Americans, namely that of private study. And of this he has taken full advantage.

In 1883 he became a boilermaker apprentice at St. Paul, Minnesota, with the Great Northern Railroad. After that promotions with the same System came to him with pleasant and persistent regularity, as follows:

1887, Journeyman Boilermaker,
1891, Fireman and Engineer,
1895, Locomotive Foreman,
1897, General Shop Foreman and Master Mechanic,
1900, General Master Mechanic,
1903, Superintendent Motive Power,
1910, Assistant General Manager,
1912, General Manager.

During this long service with the Great Northern Railroad, Mr. Emerson had the inspiring leadership of Mr. James J. Hill, then the dominating factor in the development of the great North West through his system of railroads.

On October 20, 1917, Mr. Emerson was called into the Government service, and was placed in charge of the organization of the Russian Railway Service Corps, with the rank of Colonel of Engineers. His intensely interesting account of his experiences in Russia will be found in the June issue of the MAGAZINE. The size of the job which he tackled in Siberia may be well imagined when it is known that he was the commanding officer of fourteen complete superintendents' organizations, comprising general superintendents, superintendents, master mechanics, trainmasters, chief dispatchers, train dispatchers and shop foremen, all commissioned officers. From Vladivostok and Harbin, Manchuria, he traveled for several thousand miles across Siberia, through the heart of the country being fought for by the Czecho-Slovaks and Bolsheviki, using passports signed by Lenin and Trotzky.

Mr. Emerson became Chief of Motive Power on the Baltimore and Ohio Railroad on March 1 of this year, soon after his return from Russia.



George H. Emerson, Chief of Motive Power

Education the Surest Way to Stamp Out Waste of Material

By M. E. Martz

Locomotive Inspector, Somerset, Pa

ON account of the high cost of material of all descriptions it is important that all employes economize in its use. All second-hand parts should be used before resorting to new.

During my railroad experience of 23 years in different capacities I have had the opportunity of observing many irregularities in the handling and waste of serviceable material. By careful study I have come to the conclusion that one of the greatest factors responsible for these irregularities is that employes do not realize or consider the cost of the new parts they draw from the storehouse, when in many cases the old parts removed could be repaired at a minimum cost and used again, serving the purpose as well as new parts. In looking over the scrap bins at some of the locomotive and car repair shops we find much serviceable material, such as pipe fittings, nuts, bolts and many other parts, which are good as new and were probably replaced by new material. In order further to substantiate my belief I have on a number of occasions questioned employes who drew new parts

from the storehouse, such as brass valves, pipe fittings, nuts, etc. I asked them to estimate the value of such parts and invariably the values given were from one-quarter to one-half of their actual cost. I believe if these men were given an opportunity to learn the actual cost of material required in their line of work it would create in them a deeper interest and result in a substantial saving.

I would suggest that a price list of important parts be prepared and posted in conspicuous places, each department separate, for example: airbrake department, tender department, car department, etc. Employes would see these high prices and become familiar with them. Interest would be created and good results follow in the shape of reduced cost of maintenence.

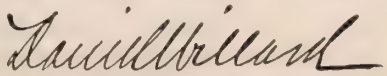
An Appreciation

The Baltimore and Ohio Company makes grateful acknowledgment of its appreciation of the efforts made by its officers and employes who loyally stood by the Company during the unsettled period since April 10, last.

Conditions all over the world have been disturbed and upset by the great war. The high cost of living, which bears heavily upon all, is one of the direct results of the war; in fact, it is part of the price which we must pay for our victory. The war involved practically the whole world, and the whole world is now paying the cost; but heavy as our share of the payment may seem, it is infinitely less than it would have been, in lives, money and comfort, if the war had been lost. For more than four years in their efforts to terminate the conflict the principal nations of the world devoted their utmost energies to the destruction of lives and property. Now we must build up again, and we must all bear our share of the burden, and the burden on each will be lighter if we all work together.

Congress has provided a method for adjusting all disputes arising between the railroad companies and their employes concerning wages and working conditions, and I am confident that it will be much better for all in the end if we try to adjust our differences in an orderly manner as prescribed by law.

I wish also to add my personal thanks and appreciation to all those who loyally supported the Baltimore and Ohio Company in its effort to perform the duty resting upon it as a common carrier, under the trying conditions we have just passed through, as well as take advantage of this occasion to extend to you all my best wishes.



April 30, 1920. **President, The Baltimore and Ohio Railroad Company**

Chief Clerks! Please Note Critical Paper Shortage

ALL readers of the MAGAZINE must be aware of the critical paper shortage now facing the country. Many newspapers have been compelled to make drastic cuts in the size of their editions, and the same shortage applies on all grades of paper.

Our stationer, E. E. Herold, wrote all department heads in this connection on April 5, and urged the strictest economy in our paper stock.

There are many, many ways in which we can save if we will but give this subject proper supervision.

Don't demand particular kind of type. It limits competition.

Don't demand pen ruled forms when printed lines will answer all requirements.

Reduce multiplicity of all carbon copies on all forms or statements.

Don't use letter heads for scrap paper. Use the back of a used envelope.

Don't use a large envelope when a small one will serve the same purpose.

Don't put one address all over the face of a *multi-address envelope*. Use carefully each address space given so as to help have the envelope used the full number of times.

Don't use white envelopes when manilla envelopes can be used.

Don't throw away any paper that you can use for writing in any way. When sold, scrap paper brings but a fraction of its original cost. And it costs more for a new supply now that it ever did.

Don't use full size letter head when half will answer every purpose.

Don't write or use paper at all if conferences can be had without inconvenience. More information and satisfaction can be had at times than can be secured through barrels of correspondence.

It would be instructive—and probably embarrassing—to many of us to have our attention called to the paper waste which occurs in our own offices each day. We want to help the Company save, but our supervision is not always the best. Chief clerks, *in particular*, would do well to take a look at their mailing desks once in a while and see if stationery supplies are being properly handled.

Two Dollars and Twenty-eight Cents

By M. E. Tuttle

Division Operator, Cleveland, Ohio

TRY for a while, every time a tonnage freight train stops at your station, to throw away the above amount and see how the pay check will look by the end of the month.

Recent tests show that every time a tonnage train is stopped it costs the Railroad Company $2.28.

Each of us sees comparatively few trains of the hundreds run daily by our Company, which also employs hundreds of Telegraph Operators. Suppose each operator stops one train a week unnecessarily; how many $2.28's would be thrown away?

One of the causes for unnecessary stops developed at the tests was "Failure of Operators to give signal promptly." If you were paying the $2.28 how many would be stopped?

Answer the Dispatcher promptly, giving him time to get his orders ready. Answer other offices and give them clearance on passenger trains before it is necessary to stop trains following. When your orders will allow a train to keep going, get out and hand them on and assist in every possible way in saving the $2.28.



The Task That Bolshevism Faces

You know that it takes an artist to paint a picture.

You know that it takes a clever mechanic to make a watch.

And you know that anybody can ruin the picture or the watch by a kick.

The tearing down of anything—whether a watch, or a house, or a government—is easy. It is the building of it that is hard.

This is the task that Russia under Bolshevism faces today. Read what Lenin says about it in the following summary of his latest statement, "The Soviets at Work:"

The Bolshevists have destroyed capitalism, nationalized industry and formed workers' soviets. But Russia is still far from communism and a socialist soviet republic.

What the Bolshevists have done so far was the easiest part. It was the destructive part. It required only force and decrees. The hardest part is still before them. Bolshevism will fail unless it can rebuild Russian industries and get maximum production.

This cannot be accomplished under the original plan of Bolshevism. The workers' soviets don't know how to run the factories and keep order. And the workers aren't yet willing to work for the same rate of pay for different kinds of work. The machine worker still wants more than the man with a pick; and the brain worker still wants more than the machine worker. Russia will not have communism until human nature is changed and each man is willing to work for the good of all instead of for personal gain.

It will take years to change human nature by education and to teach workers to run factories by soviet methods. But in the meantime industry must be reorganized and maximum output by both factory and the individual worker maintained.

The only course before the bolshevist leaders is to take a step backward from the soviet state—to return to the old order. They must call in bourgeois experts at large salaries to run the factories. They must adopt the factory methods of "capitalistic" America.

And the bolshevist leaders must go back still further. They must place the workers under iron discipline. They must make the hundreds and thousands of workers in each factory subject to the will of one man—the bourgeois manager. The workers must be compelled to work their hardest.

Lenin is *doing* all this. He has unlimited authority. He is taking away the powers of the factory soviets and placing his bourgeois experts in charge. He is giving these new bosses what they never had before—absolute power over the workers. They cannot strike. They cannot even complain. Lenin compels their obedience by cutting off bread cards or calling in the Red Guard. His latest words to the Russian workers are: "Obey and don't listen to those who say our theories are wrong."

Some people say we ought to have Bolshevism in America. But we ought first to learn how it is working out in Russia. Lenin can tell us better than the Bolshevists in America. *They say what Lenin USED to say; not what he says NOW.*

And Lenin says now that Bolshevism has failed as a means of government and a means of production because human nature is stronger than his former ideas.

The Inter-racial Council 120 Broadway, New York

Freight Claims—the C. Q. D. of the Railroad World

JACK BINNS, you remember, was the 18 year old wireless operator who first buzzed the C. Q. D. (Come Quick—Danger) signal from the operating room of a sinking ship. He got a quick and satisfactory response and the human freightage, whose plight he flashed out through the ether, were saved.

The plight of the railroads, caught between the upper millstone of increased operating costs and the nether millstone of a revenue return which, under the law, has not kept pace with these increased costs, is put to it to flash the C. Q. D. to all its employes.

Every department is making a drive toward increased efficiency and the responses given on coal saving, Safety and other phases of operation, are generous and encouraging. One item still bulks large under the debit of inefficiency, namely, Loss and Damage, although some improvement was shown during the last year. Now, when everyone gets interested, a remarkable showing can and will be made.

The transportation of freight enlists the services of all employes in our Transportation Department. Hence everyone along the line can help. But let's consider first—

The Receiving Clerk

He is, perhaps, the most important single individual in the safe handling of our commodities. And let's suppose that Mr. Receiving Clerk were entirely concerned with the receiving of his own property instead of the property of hundreds of shippers, every day in the year. Would he refuse to accept improperly crated or packed commodities? Of course he would, because every shipment not so packed runs the risk of being a partial or total loss on his hands. Would he be very careful to see that he did not sign for goods which he did not actually receive for transportation? He would, indeed, for his personal resources could not stand for long the loss of packages which would otherwise ensue.

The Opportunity for the Good Receiving Clerk

The difference between a good receiving clerk and a poor one means thousands of dollars in revenue to the Railroad each year. The good receiving clerk must be an all-around man. On the other hand, hardly any position open to beginners in railroad service offers a better opportunity for learning the essentials of the business thoroughly or of promotion more quickly than this very job.

Essential Qualities

The receiving clerk should, of course, be familiar with freight classification. He must be something of a student of human nature and know the drivers of the trucks making the deliveries, the good and the bad, the scrupulous and the unscrupulous. He can be an asset to both the Railroad and the shipper. For the interests of each are identical. And a diplomatic receiving clerk can persuade shippers in a pleasant and resultful way of the best method of packing and marking their shipments so that no loss will result either to them or to the Railroad.



The Office Staff—Left to right: Seated, F. L. Schepler, Assistant to General Freight Claim Agent; C. C. Glessner, General Freight Claim Agent; W. C. Bowhay, Special Agent. Standing, E. H. Brewer, Secretary to General Freight Claim Agent; W. R. Heartt, Chief Clerk.

The Loading Clerk

The loading clerk is the next important factor. First, he must be a good diplomat and able to get a cheerful and responsive cooperation from his truckers and loaders. Their interest in their work is usually a reflection of his attitude toward his job. Although rules and suggestions without number have been made for loading and stowing, the best rule is that of common sense. Men can easily be trained to use this quality if they have the right attitude toward their work.

Specifically, the loading clerk must see that shipments are loaded into the proper cars and recorded correctly so that revenue billings will be issued to cover safely to points of destination.

The Mechanical Department Steps In

Right here another factor, seemingly one indirectly but actually directly related to the safe handling of freight, namely, the car repair gang—the mechanical department—



Monday morning sees over 10,000 pieces of mail, envelopes, etc., each containing an average of four communications

agent and consignee a good turn. Furthermore, he realizes that what helps his employer helps him, and he is, therefore, boosting his own game.

The unlocated loss of entire packages is another big problem. The thoughtless receiving clerk signs for more than he gets. Or the car door is left open and the package drops out and is never heard from again. Or the delivery clerk fails to get a receipt. The consignor is disgusted with the railroad service. The consignee feels likewise, plus a lot of indignation about the poor service he is getting from his consignor. Finally, the Railroad is put to large expense for investigation and finally for payment of claim.

We have not touched upon certain other important factors in this business. Upon the necessity of the receiving clerk sending revenue billing promptly to agent at destination. Upon the necessity for the latter getting out his arrival notice promptly and winning the cooperation and interest of shippers along the lines of prompt delivery of their shipments.



Accounting and Suspense Division



Dictaphone Operators—Every efficiency device is employed in the Freight Claim work, yet the cost is enormous

Clerical Expense Involved

Nor have we mentioned the enormous amount of clerical detail essential to the proper handling of loss and damage claims. Three hundred and twenty-five officials, investigators and clerks are busy about this business in our home office building alone. Forty thousand communications arrive each day for handling. More than six thousand letters go out every twenty-four hours. The average claim has to pass through the hands of 15 clerks and officials before it is finally settled. And as there were 239,132 claims during 1919, you can see what this means.

How Claims Are Handled

A brief account of the method of handling claims in the home office will interest thousands of employes on the Railroad who are directly engaged with the movement of freight.

From the mail room shown in the accompanying picture claims go to the record room. Here proper record entries are made and claims are distributed to the various bureaus, according to the kind of commodities and the amount of the claims.

We have experts on grain claims, live stock, perishable shipments, household goods, shipments short, damaged and miscellaneous. Each of them is trained specially on the type of claims he handles and the laws governing them.

For instance: a claim comes in for loss on a shipment of peaches, refused by consignee at destination on account of deterioration. We have the shipment inspected by a Government inspector, who finds that the peaches have rotted because of a disease inherent to the territory from which they came. The claim investigator knows immediately that this is a valid reason for refusing claim, provided that shipment has had prompt and reasonable handling while en route.

These experts handle claims amounting to $100.00 or more. Other claim investigators, less experienced, handle claims of smaller amounts, all of which are classified as to commodity and the nature of the claim.

Each claim investigator is charged each morning with a debit representing the number of claims given him for investigation that particular day. In the evening he gets a credit for the investigations he has completed.

If he establishes the Company's liability for the claim, he passes it for payment. In then goes to revisors, who are experienced claim investigators, for further investigation. If they confirm the validity of the claim, the distribution of the charge against our own Road and connections for joint responsibility is made. The cause to which the claim is chargeable is also determined, whether to defective equipment, rough handling, derailment, or other typical causes. The claim then goes to the Voucher Bureau, where voucher is issued and sent to the claimant.



Reconsignment Bureau, Voucher Writers, Correspondence Clerks, Claim Prevention Bureau



Record Division—Thousands upon thousands of essential records pile up the expenses of costly claims

steps in. For, if the car, containing its perishable cargo of freight, often valued in the thousands of dollar, is not in good condition, loss and damage are bound to result.

Good railroad practice demands that an agent refuse a car if it is not tight. A good agent will do this. On the other hand, if the mechanical department does its part in supplying satisfactory cars, the agent's work and worry are decreased and much time is saved.

A good tight car supplied, again we can emphasize the fact that if the stower loads the car as if he were loading his own property, the goods will be carried to their destinations safely, provided only everything goes well with—

The Transportation Factor

You who have had experience in railroad terminals perhaps remember the first time you saw and heard a freight train being made up for dispatching. The booming of car against car makes one not used to the performance wonder how the equipment ever stands such usage. But it is built strong. And if our operating men will only give it a fair chance, the equipment itself will do its part. Again comes up the whispered injunction:

"Wonder what I would do if I owned it?"

If we could all think of that, how few flying switches would be made, with their consequent destruction of equipment and freight; how few sudden stops and hard applications of brakes; how few sudden and jerky starts when they could possibly be avoided!

Up to this stage of the game, however, let's assume that all of the factors have done their work well; that the train is safely standing alongside the terminal and that the freight is unloaded and ready to be handled by the delivery clerks.

The Delivery Clerk

Mr. Delivery Clerk is ordinarily a very busy man, but it is unfortunate, indeed, when he is so busy as to make it necessary for him to hand over valuable goods to truckers without getting receipts from them.

There are some unscrupulous people who will never believe that honesty is the best policy. Drivers of delivery vehicles are known to take more packages than their bills of lading call for; also to fail to give proper receipt for goods delivered and then to make false claim for loss. So the delivery clerk must be ever watchful for the unscrupulous trucker, constantly on the job to protect the shipper and the Railroad.

Largest Leaks

If one should specify one or two particular operations in the handling of freight, the improvement of which would help most in cutting down loss and damage, he could say "better packing," and "decreasing loss of entire package."

Take the first and see how everybody wins and nobody loses when freight is properly packed:



Claim Investigators—Men and women who must give a most conscientious and personal interest to the exacting detail of their work

John Jones, in Pittsburgh, carelessly packs a shipment to John Brown, in Baltimore. At some time during the journey the shipment breaks and a part or all of the goods are lost or damaged. Brown, in Baltimore, is waiting for the merchandise to supply his customers. Instead of getting what he needs, he gets only a small part of what he needs, and has to go to the trouble of getting further shipments by quick, expensive delivery, and then of filing claim with the Railroad for the balance of the shipment. Jones, of Pittsburgh, puts the blame on the Railroad and runs the risk of losing his customer in Baltimore, simply because he was not sufficiently educated along the lines of good packing to see that his merchandise is properly prepared for transportation. Hence Mr. Receiving Clerk, who persuades Jones, of Pittsburgh, that it is to his best interests to pack properly, is doing consignor, transportation



Revisors and Investigators—Over, Short and Damage Division



Outbound Mail and Statistical Room

Claims Are Decreasing

The 239,122 claims made against the Baltimore and Ohio during 1919 showed a substantial decrease as compared with the figure of 275,736 for 1918.

The payments made during 1919 were, however, about $1,500,000 more than during 1918, this being largely due to the increased cost of the commodities handled—to our old friend H. C. L.

Our officials, however, consider that the showing made is encouraging and that further efforts along the lines already started will bring marked results.

The question resolves itself wholly into one of personal interest on the part of all employes involved in the shipment of commodities. A section foreman recently wrote an article for the MAGAZINE in which he said, *"I know that I do not own a single spike on the Railroad. But in doing my work I feel that I own every bit of property I handle, and take care of it accordingly."*

If we will all get his viewpoint, claims for loss and damage will come down.

Quote File References and Save Your Time, Temper and Religion

By C. F. Enoch
Agent, Boswell, Pa.

IF I had the job of counting up the lost hours, of ironing out the ruffled tempers, and of listing up the variety of cuss words that are the result of the failure to quote file numbers when answering correspondence, I am afraid I should have to employ such a large force of statistical clerks as would give an ordinary agent the "walk-outis."

I have been in the employment of the Railroad for so many years, in fact, half my life—I confess to 37 years—and have talked to so many railroad people about the importance of quoting file references that I am convinced that there are *many who insist upon others doing the very thing that they themselves neglect to do.* It is not that the writers do not know that file numbers should be quoted, but they need an occasional reminder to jog their memories and to arouse their interest. I have been watching my mail for some time back and note that there are just three points which quote regularly the references as given on my letters, namely: the offices of the Auditor of Revenue, Auditor of Merchandise Receipts, and the Superintendent of Car Service. There may be others which are just as careful, but the majority of them need to be waked up.

Take for example the following:

Blank Town, February 11, 1920.
Dear Sir:
In reply to yours of recent date, we would say that the cars mentioned moved out of Blank on the 5th.
Yours truly,
X. Y. Z.

Now if mine happened to be a large office and X. Y. Z. a Superintendent, I would doubtless have written any number of letters to that gentleman. "Of recent date" means almost nothing; "the cars mentioned" is of little value; the only definite thing about the whole thing is the location. Pray tell me where I ought to look for this letter, memorandum, or telegram—I know not which—if there is no file number to guide me? Who will help me to make up for lost time spent in hunting for it? Who is to blame for the delay in notifying consignee of the movement of his cars?

Correspondence seems to have reached the point where we are made to feel that we are just a little less than the cog in the machinery, and sometimes it seems as if we are treated with less consideration, care and courtesy than would be extended to machinery. I am sure a little personal attention to correspondence would cause a warmer feeling among the officers and employes of the Company.

The quoting of a file reference seems a little thing to do and it takes such little time that we cannot realize how important a practise it is. But, as Michael Angelo said, "Trifles make perfection, and perfection is no trifle."

PICKED UP HERE AND THERE

By "Ernie" Baugh
of the Dining Car Department

DIED

Of kidney trouble, at his home in Baltimore, Md., "Tom" Billups, colored chef, Dining Car 1029, 22 years with the Baltimore and Ohio Railroad Dining Car Department. His record is as clean and as white as the day we put the card in the rack.—*Adios.*

Clipped from the Baltimore *Sun* of March 4:

PAGE JESSE JAMES, PLEASE

The simple homely spud now wears a 25 cents a pound ticket and smoked brisket of beef sells for $2.10 a pound. Some cheese costs $4.20 a pound, and the best eggs $1.60 a dozen.

Very ordinary Broadway restaurants charge 25 cents for a cup of coffee and 5 or 10 cents extra for cream. It costs $1.25 to sit down in even the cheapest places, and $5.00 is not an unusual cover charge where there is music. There was a man who paid $3.40 for a dinner for three and then went to a cafeteria for a meal.

Why don't you try our Commercial Travelers' Special Club Meal at 75 cents? Or a Baltimore and Ohio Special Dinner at $1.25?

Are You Fully Protected?

In the past three years building costs have nearly doubled. Have you increased your fire insurance to the amount it would cost you to replace your property in case of loss by fire?

You should be protected!

If you are a borrower from the Savings Feature of the Relief Department, and wish to have your insurance adjusted to meet present conditions, write to W. J. Dudley, Superintendent, Relief Department, Baltimore, Md.

Old Put's Fire Boy

By Charles W. Tyler

"AND you think you can fire a locomotive, eh?" demanded Nolan, glaring at the youth before him.

"Y-yes, sir," muttered the newcomer without much enthusiasm, "I guess so."

"Guess so!" roared the foreman. "Huh! Another guesser. What's your name?"

"Broderick. Tom Broderick." A bit sulkily.

"All right," turning to the crew dispatcher, "fix him up. We'll see how the last one Todd sent us sticks it out." And to Tom again: "We need firemen, young feller, but we are pretty well fed up on dubs and quitters. It's up to you to show what you are made of. You'll get all the chance in the world if you start out *trying*, but if you are inclined to lay down on the job when the going gets a little bit hard you might just as well go home. Got a place to stay yet?"

The youngster shook his head.

"Well, I guess you can get a room over to the Boston House. Find out; then let us know."

The foreman went out and slammed the door. He had not been favorably impressed by the new man, and Nolan was not one to hide his feelings.

Tom Broderick's student trips were not the hardest things in the world. The first two trips were on a helper, where he studied the art of handling a scoop and hook from the fireman's seat. His last student run was on the local freight, and, other than to poke the iron into a lazy fire a few times and bale in a little coal occasionally, he did no real work.

Tom's courage and confidence had mounted considerably by the time that he was "first out" on the spare board. He felt that after all railroading wasn't going to be such a hard old grind. He had no doubt but that he would get along as well alone as he had breaking in with another man. He was inclined to feel a bit chesty, and it was in this state of mind that he drifted into the Boston House basement restaurant at about ten o'clock for a cup of coffee and a piece of pie before going to bed.

The place was deserted, and for this fact Tom was not sorry. Mollie King was on the counter nights, and Mollie would have stood out just as prominently in a beauty show as she towered head and shoulders above the dingy surroundings of which she was a part.

Mollie King, besides being possessed of bright eyes and pink cheeks and trim lines, had a personality that was all her own. She, also, was endowed with considerable more common sense than is generally accredited the usual beauties of the garden. Mollie divided railroad men into three distinct classes—good, bad and indifferent.

The first she accorded good fellowship; the second absolutely nothing but cold courtesy; the third she held to be a class that must sooner or later revert to either the first or the the second rank, hence she tolerated them pending their baptism of fire.

Tonight Tom climbed onto a stool and immediately began to unburden his soul. "All set for my first trip out alone," he confided, allowing his eyes to rest on Mollie in an unconcealed quest for encouragement mingled with open admiration. "Say, do you know I have been scared to death of firing. But, by gorry, it's coming dead easy. If I got called tonight I'll bet I could fire the meanest old hog they have got—and come back fresh as a daisy. I guess I got the knack of keeping 'em hot quicker than a lot of fellows did."

Mollie poured the milk into the coffee mug; then moved to the steaming urn. When she placed the coffee and pie before Tom Broderick, that young gentleman suddenly became aware of the fact that her cool, gray eyes were studying him with a strange quizzical light showing in their sober depths.

After a little Mollie said slowly:

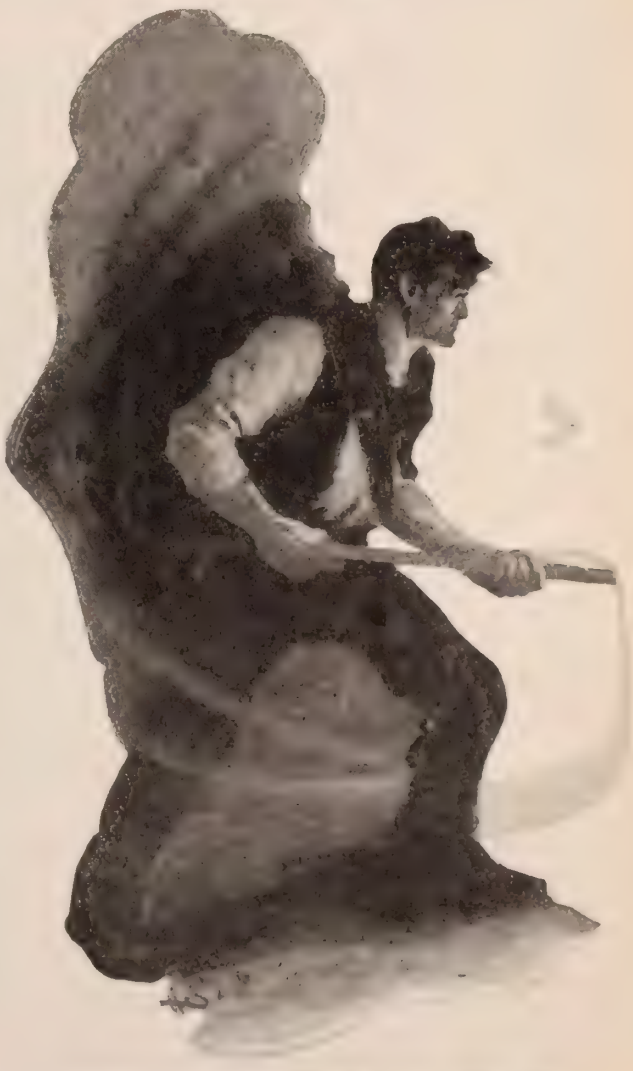
"I've heard lots of the boys say that—just before they went out on their first regular road trip." She paused, moved a small pile of greasy menu slips toward her and began copying the items from a rough, penciled draft. At length she concluded dryly: "But most of them never even came back to use up their pie check."

Tom set his coffee down suddenly and looked at the girl long and earnestly. "What do you mean?" he asked after a little.

"Potted beef and onions, 35 cents," wrote Mollie slowly. Then she said with a saucy little drawl:

"Well, you see after a little while the going got a trifle rough and they got a cinder in their eye, or blistered their hands on a hot hook, or the hogger cussed them out, or the coal got back in the tank and the shack said, 'Kick it down yourself, you darned farmer, I ain't getting paid for firing the goat,' or some little thing like that, and they yelled for relief, or else, maybe, climbed down and quit the job at the first stop. Their holler was that they were nobody's nigger waiter, and they wouldn't stand being sworn at like that by the King of England. That's why a lot of them never came back—there was too much saffron under their skin. They'll never make good at anything."

(*Continued on page 64*)



A blistering hot hook fried grease from the leather gloves he wore.

The Job Destroyers

SINCE the signing of the armistice a door has stood open to save for our masses the benefits of the great stimulus the war gave to industry and to life.

We had before us a great object lesson which taught not merely that individual workers could do more, but that harmonious social cooperation could achieve miracles. A great opportunity beckoned to our people to apply their energy more intelligently. To keep the dollar at its old purchasing power while maintaining wages at the new levels but one thing was needed, and that was to swell production.

Alas! it was not done. The delusion seized hold of our labor organizations and those responding to their leadership that men could create less and at the same time get more.

This can't be done—never has been done and never will be done. It is no more possible to set aside the law that the sum of distribution cannot exceed the total of production than it is to suspend the law of gravity. Complain of this law as much as you please; there it stands, irrepealable and indifferent to all railing.

Back of all the industrial disturbances lurks the unfounded assumption that the way to get more is to do less. From every part of the country comes the report of a decline in per capita production despite the rise in nominal wages. Of course, men often find that the new wages do not buy as much in food, in clothes and rent as did the old.

It could not be otherwise. A decline in real wages is the inevitable consequence of the failure of the average worker to create as much as formerly. No strike, legal or illegal, is able to increase real wages over any considerable period. Only by enlarging per capita production do real wages rise.

Our people—for our laboring masses are our people—have been guilty of great folly and must pay the price folly always collects. Industrial equipoise now promises to come another way. The highway of increased production not having been taken, it looks as if we must flounder through the mire of smaller demand and lessened consumption, which is another way of describing a lower standard of living.

Unless those commanding the confidence of our wage-earning masses have the intelligence and the courage to provide a different sort of leadership than they have revealed during the last eighteen months we cannot hope to escape seeing in the not distant future a lessening of consumption whose effect will be non-employment. It is impossible for prices forever to spiral upward. The higher they go the greater will be the subsequent fall. Every true friend of labor will adjure it to get on its job and stay there until such time as production is normal once more.—*N. Y. Tribune.*

A Lot of Union Carpenters

IT IS the fashion just now to find a lot of fault with the labor unions. They are said to be greedy, grasping, irresponsible, quite regardless of the rights of other people. They enforce unreasonable demands with threats of violence. They are selfish, lawless, unscrupulous—a menace to orderly government.

A certain type of man talks even more wildly about organized labor whenever he happens to bark his shin on one of the sharp-edged facts of which the world is at present unpleasantly full. And, doubtless, officials and members of some labor unions, in fighting for higher wages and shorter hours, have not altogether followed the Golden Rule, which the rest of us are always so careful to observe.

But a public which wishes to be fair will not confine its attention to labor activities of a single kind. It will, perhaps, be interested in a striking and remarkable labor demonstration which occurred Saturday and Sunday a week ago in Melrose Park, a suburb of Chicago.

It will be recalled that a couple of weeks ago a cyclonic storm swept through the Middle West, destroying thousands of buildings, killing some 65 people and injuring many hundreds. Melrose Park, which is a suburb of small frame cottages, was one of the communities worst hit by the storm. Scores of its little homes were unroofed and blown to pieces. Heads of some families were killed and their other members carried off, badly injured, to the hospitals.

Saturday noon, when the short working week, of which some of us complain, was over, no less than 1,500 union carpenters of Chicago mobilized and marched in a solid column out into the ruined suburb. The procession was headed by business agents and other union officials. Its members carried with them their hammers, saws and other tools. All Saturday afternoon and from sunup to sundown on Sunday the 1,500 experts worked like mad on the rebuilding of the ruined homes of Melrose Park. There was no question of wages or working hours involved. Every man gave the best that was in him, freely and without price.

All day Sunday the sound of hammer and saw filled the air with its unselfish paean. All day great crowds of people stood in the streets of the village and cheered the volunteer workers. When the sun rose Sunday morning the house, from the ruins of which William Selk had been taken out dead, lay level with the ground. Just seven hours and fifteen minutes later it stood whole again, rebuilt and complete, and the Stars and Stripes floated from the gable end. The fatherless family had again a roof over their heads. Surely that was a work worthy of the day!

Before nightfall on Sunday that busy regiment of union carpenters had changed Melrose Park from a region of ruin and desolation into a suburb of trim and well-built homes. After which they ate a sort of housewarming supper with the restored residents, wished them the best of luck, and went back to the city to get ready for their regular jobs.

Next time one feels like cursing organized labor for claiming so much,

This Page Has An Interesting History

This page has an interesting history. The first article which appears, "The Job Destroyers," was sent to our Printing Department at Mount Clare to be set up in type for the MAGAZINE. *The union compositors there saw it and wrote to the Editor requesting that the other article which appears on this page, "A Lot of Union Carpenters," be published with it.*

We are glad to accede to this request, for the BALTIMORE AND OHIO MAGAZINE, *in line with the announcement in this issue, will aim to present both sides of all questions of interest to Baltimore and Ohio employes not only in their capacity of employes but also in their finer relationship as citizens of our common country.*

We are glad to publish the article commending the union carpenters because, while it may sometimes be our duty to point out instances in which it may seem to us that the activities of organized labor are not conducive to the best interests of the country, it is always a more pleasant duty to recognize activities inspired by sympathy for our fellow creatures and conducive to the common welfare.

perhaps, he will remember that it knows how to give also on an equally generous scale.—*Baltimore Sun.*

—

Better Service Needed

IF THE new demand of the Railroad Administration for nearly half a billion dollars is granted—as it probably must be—our little experiment in Government operation of railroads will have cost the public treasury not far from two billion dollars.

On top of that the big four brotherhoods of railroad trainmen are now demanding another increase in wages which will amount to $1,000,000,000 annually.

Apparently the public is finally waking up to the fact that these enormous sums of money come directly out of their individual pockets. They represent a very considerable part of the burdensome higher cost of living.

In the face of that fact the American people are inclined to be not only fair and reasonable, but generous. They would more willingly, however, consent to another large boost in railroad wages if they could see some signs of an improvement in railroad service.

They make due allowance for the strain of war, which has come to take the place of charity in covering a multitude of sins. They know that the equipment of the railroads is not in good condition and that there are other difficulties in the way. But they still fail to see why it should take, on the average, a full month to get a box from Chicago to, say, Charlottesville, Va. A slow passenger train makes that run in less than twenty-four hours. Any half-way efficient, even endurable, service, should be able to deliver a freight shipment in a week or ten days at the outside.

Everywhere the complaint is the same. There are such intolerable delays that the only reasonable explanation is that railroad employes are not half trying to do their jobs.

It is the same way in the passenger service. On a recent trip from Washington to Chicago the train was twice stopped with such a sudden jerk that passengers who happened to be walking in the aisles were thrown into the plate glass doors with such force that their faces were painfully cut on the broken glass.

For such specific instances there may easily be reasonable explanations. But the complaint of poor and apparently careless and indifferent passenger service is general. Ask any man who has recently made a long journey in a sleeping car how many times a night, on the average, he was slammed and banged around the railroad yards.

The ordinary man asking a big boost in wages would try to show that he deserved it by doing the best work he knew how. The public would listen more kindly to the demand of the railroad men if they were assured that better service would follow the boost in wages.—*Baltimore Sun.*

—

"And the Greatest of These is Charity"

MANY Baltimore and Ohio employes in this city can point with pardonable pride to the fact that they have contributed, through the various organizations with which they are affiliated, toward the erection and completion of the new Free Hospital of The Volunteers of America, on Lexington Street, near Paca.

Organized labor especially has responded generously to the plea of Captain John Logan, of The Volunteers of America, for aid in this project. As an instance of the help being given, Baltimore Typographical Union No. 12, to which the compositors who get out the MAGAZINE belong, has donated $1,000.00 to the free hospital. Our employes generally are invited to visit this new institution, which will open early in May; they will find it modern in every respect and the finest thing about it is that it will be absolutely free—from ambulance service down through operating room, bed, nursing, medical attention, board, etc.

It will be non-sectarian in character, and as an evidence of the high class personnel of the hospital staff, we mention Dr. Robert P. Bay, of Maryland University Hospital, who is doubtless known to a number of our employes, and who will give of his valuable time to this worthy charity.

I Wonder!

Are we fair when we refuse to talk over the differences of opinions we have and to find some way of adjusting them to the benefit of the property and ourselves?

Are we fair when we allow outside influences to stampede us into forgetting our duty as officials and employes to the extent that we set aside the question of the actual life of the Public and the Company?

Are we fair, as employes and officials, when we fail to see or admit that there are two sides to questions and that either side may be right; when we fail to settle them along that line of thinking?

No!

Then why aren't we big enough, square enough and clean enough to reach out and find the way?

The dream is Utopian—perhaps—but I would rather have such a dream than face a blank wall.

I would rather believe in "As ye would that men should do to you do you even so to them;" rather send out a smile than a tear; rather hope they can say of me: "His friends were legion," than to die a millionaire.

Wouldn't you?—E. V. BAUGH.

—

Where the Money Goes

AN interesting computation has been made by *The Railway Age* showing how the earnings of the railroads by days of the month are disposed of. On the basis of 1919 earnings, it says:

"The earnings of 17½ days of each month were paid to labor in wages ..... 58.4%.

"The earnings of 3 days were paid for fuel ..... 10.3%.

"The earnings of 5 days were paid out for materials and supplies .. 16.8%.

"The earnings of 1½ days were paid out for taxes and equipment and facility rents ..... 4.2%.

"This consumed the earnings of 27 days of each month.

"The earnings of the remaining 3 days went to net operating income and were used by the government to pay the guaranteed standard return to the companies. The net operating income was insufficient for this purpose and in consequence there was incurred a deficit which had to be paid from taxes ..... 10.3%"

—

MORALE, whether in the mailing room of a railroad office, or in an army of a million men, is the most important essential for success. If YOUR morale is good, Mr. Supervising Officer, nine times out of ten that of your subordinates is good also. And when things go wrong, a little self-examination won't do any harm.



Foreword

By E. V. Milholland, M. D.
Medical and Surgical Director

HAVEN'T you known men, working untiringly through many years, impelled to thrift and self-denial by the prospect of a day when they could rest and enjoy the fruits of their labor, to be disappointed when in sight of the goal by the onset of some disease or physical affliction which blights their coveted happiness and eventually carries them off?

Haven't you heard of men of wealth and affluence who, envied for their apparent happiness and indifference to the cares of the world, were actually afflicted by chronic and incurable bodily ailments, which involve the sacrifice of most of the pleasures that fortune offers?

Do we not see daily many examples of premature physical decline, broken constitutions, anatomical wrecks—derelicts along life's pathway; men who, ignoring the fundamental principles of healthful living, and those who boast of their defiance of these precepts, have meanwhile deceived themselves with the idea that they were getting the most and best out of life and were physically impregnable to commonplace ills?

Can you imagine anything more intimately related to the destinies of a race, the prowess of a nation, the accomplishments of an organized body of men, or the unalloyed happiness and mental and physical vigor of an individual, than the inestimable treasure of good health?

From the cradle to the grave is the measure of our human existence. And the length of this period, as well as the degree of comfort, cheerfulness and well-being embraced in it, are matters that lie largely in our own hands, for the measures most efficient in prolonging life are identical with those that make it more livable.

Years of patient investigation in the sphere of preventive medicine, and knowledge as to the effect of habits of living upon the human system, have evolved very definite rules for the preservation of health and prolongation of life. To such an extent has the efficacy of personal hygiene or anti-disease precaution entrenched itself in the minds of the public, that physicians now-a-days are frequently importuned by their patients to keep them well, instead of curing them after disease has overtaken them. It may be that we are tending towards the revival of a Chinese custom under which physicians were paid when the people were well, but were not paid when they became sick. Good health ordinarily is a cheap commodity, but disease drains the purse, saps vitality and shortens life.

Reasonably assured that readers of our MAGAZINE will welcome advice and suggestions on this all-important problem of health preservation and life extension, based on the latest advances in medical science, it will be the purpose of this section of the MAGAZINE to present brief and instructive articles each month by members of the medical staff of the Relief Department. We trust our efforts will appeal to our readers. If only a few profit by the advice offered, our contribution to the sum of human happiness will be considerable, and our service of value. The addition of one, five or fifteen years to a life, here and there, is well worth the task.

—

Brakeman A. C. McGinnis on First Aid

Brakeman A. C. McGinnis, one of our Safety committeemen on the Indiana Division, prepared for the MAGAZINE a comprehensive and interesting article on First Aid. Space does not permit of the placing of this article in the MAGAZINE, although from time to time interesting notes on First Aid, as prepared by our Relief Department staff, will appear

First Aid is one of the most valuable adjuncts in the preservation of the health of our employes and we are glad to see Brakeman McGinnis take so much interest in the subject.

—

W. W. Wood Now Chief of Welfare Department; John T. Broderick, Superintendent of Safety

ON March 15, C. W. Galloway, vice-president Operation and Maintenance, announced the appointment of W. W. Wood as Chief of Welfare Department, and of



Safe after forty years' service and—

John T. Broderick as Superintendent of Safety.

After taking a post graduate course at Johns Hopkins University, in Baltimore, Mr. Wood took charge of the department of English and Literature in one of the state schools of the West. In 1899 he came with the Baltimore and Ohio as industrial agent, and continued this work until 1916, when he was appointed special representative in the President's office. He continued this work under Federal control,reporting to the Federal Manager, Eastern Lines.

During the war Mr. Wood did invaluable work in putting the many war drives "over the top" on the Baltimore and Ohio. His splendid training as an economist, and his originative thinking, his gracious yet forceful personality, and his rare gift as a public speaker, made a deep impression on the thousands of our employes who had the privilege of hearing his addresses in behalf of the Liberty loans and the other big campaigns during the war.

Mr. Wood is a keen student of economics and sociology, and plans which he has already made for the extension of the welfare work will be of great importance and benefit to the employes of the Railroad.

John T. Broderick has been with the Railroad for a number of years and his experience in different departments has given him a knowledge of the various phases of railroading which will be of distinct advantage in handling the Safety work.

Before his appointment as Superintendent of Safety and Welfare in 1917, Mr. Broderick was engaged as Secretary and Chief Clerk to several of our executive officers. He was selected as one of the supervising committee, who, during Federal control, organized the plan of Safety followed by the railroads under the jurisdiction of the Safety Section. As head of the Safety movement on our Railroad, he perfected a comprehensive organization and stimulated an individual interest in Safety on the part of both officers and employes which has counted heavily in the success of this important work during the last few years.

Now that Mr. Broderick can devote his entire attention to Safety, a new standard of accomplishment may be looked for.

—

Safe After Forty Years' Service

THE picture on these pages portrays better than any word description how safe it is to work for the Railroad—provided only that you are a Safe man. Each of these Mount Clare employes has been in the service over forty years. Each is doing a big day's work every day, now. Each is able to reap the benefits of a lifetime of service for the Company, because he has refused to be a chance taker.

Just before this picture was taken on April 3 at Mount Clare, John T. Broderick, superintendent of Safety, addressed these Veterans of the Rail as follows:

My Dear Friends:

We have asked you to assemble here today so that a group photograph could be taken of employes who have been in the service of the Baltimore and Ohio Railroad, forty years or more. Some of you, I understand, have been with the railroad over fifty years. This is certainly a record of which you can be proud and serves as a splendid example to prove that accidents have not shortened your lives and that accidents can be avoided. The combined years of service that all of you have given the railroad represents approximately 2,500 years.

The proud record which you have made should, and I am sure, will have a marked influence on other employes to serve the Company faithfully and well, as you have done. I congratulate you. We will have this photograph published in our MAGAZINE so that other employes may know what Mount Clare has accomplished.

The Veterans in the accompanying picture are numbered consecutively, from left to right, top row first, then bottom row, viz.:

No.	Name	Occupation	Length of Service in Years
1	W. T. Garber	Watchman	40
2	C. J. Weber	Foreman	43½
3	G. E. Weber	Machinist	42
4	R. F. Mercer	Carpenter	47
5	G. W. Galloway	Foreman	41½
6	James Hayes	Mill Machine Hand	47
7	George Heckathorn	Laborer	49
8	Robert Dale	Carpenter	46½
9	Jacob Krauss	Tinner	46
10	W. W. Wilkenson	Machinist	41
11	J. N. Lewis	Machinist	48
12	C. J. Smith	Machinist	45
13	William Mercer	Machinist	40
14	B. C. Herbert	Painter Helper	42½
15	W. J. Crew	Gang Foreman	44½
16	Milton A. Price	Painter	40½
17	Charles B. Snapp	Painter	39
18	Charles Kolb	Upholsterer	41
19	William Bowers	Boilermaker	46½
20	T. F. Corcoran	Boilermaker	20
21	Frank Meyers	Machinist	51
22	W. A. Carroll	Material Man	44½
23	George Worth	Machinist Helper	40
24	George Forney	Boilermaker Helper	40
25	Michael Burke	Tender Repairman	42
26	Christopher Fisher	Laborer	41½
27	W. G. Brown	General Material Man	47½
28	William Murphy	Machinist	33
29	John Lloyd	Machinist	50
30	M. A. Kinsey	Moulder	40
31	M. F. Taneyhill	Mill Machine Hand	48
32	Henry McNulty	Coremaker	47½
33	Edward Kent	Mill Machine Hand	41½
34	William Kern	Foreman	45
35	Edward Bunting	Machinist	44
36	George King	Mill Machine Hand	41½
37	C. M. Wright	Machine Operator	47
38	Michael Mullen	Laborer	18
39	A. F. Sadler	Blacksmith	47½
40	C. C. Dews	Blacksmith	44½
41	I. I. Litchfield	Machine Operator	47½
42	T. A. Forrest	Machine Helper	51½
43	R. J. Morrow	Machinist	47
44	Robert Bolden	Machinist	43
45	George Doxson	Blacksmith	40
46	John Montogue	Machinist	41½
47	G. R. Sewell	Bricklayer	41½
48	Daniel Tatum	Gang Foreman	51½
49	J. O. Perin	Machinist	44½
50	J. Mercer	Blacksmith	48
51	William Zell	Machinist	40
52	W. E. Childs	Boilermaker	41
53	B. Schomous	Machinist	44½
54	G. Ittner	Machinist	48½
55	Jesse Bentz	Laborer	47
56	"Tom" Martin	Boilermaker	41
57	William Cunningham	Machinist	40
58	John Miller	Tender Repairman	40½
59	J. H. Riley	Boilermaker	42
60	A. McKinzie	Machinist	39
61	Peter Therion	Machinist	48
62	George Burke	Machinist	48½

—

W. F. Braden Becomes Safety Representative

Under the new organization of the Safety Department, W. F. Braden, formerly Editor of the MAGAZINE and later Welfare Agent, becomes Safety Representative, reporting to John T. Broderick, Superintendent, Safety Department.



"hitting the ball" hard every day



ROBERT M. VAN SANT, *Editor*
MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Obsolete Methods

I got to talking with a fellow-employe the other day and I pass this along as he gave it to me:

"System? Ye gods! Some of our people don't know the first principles of it. Take an office organization which until a couple of months ago had its entire headquarters right opposite ours. Mind you, it was an important cog in the big wheel. Supervising a certain phase of work all over the Railroad, employing an office force of half a dozen and a road force of twice that number.

"In fact their work was so important that it required many commercial telegraph messages and I soon began to wake up to the fact that during the noon hour, twelve to one, all such messages intended for that office had to be delivered to my office because they closed shop during that period and all went to lunch.

"I didn't mind the bother of handling the telegrams nor the nuisance of hearing the telephone frantically ringing between twelve and one. But it did get on my nerves to think how far back they were in the modern procession of efficient workers. So, one day I asked the Chief Clerk in a casual way, 'Why?'

" 'Oh,' he said, 'so-and-so lives about two blocks from here and his wife wants him home at 12.15 sharp for lunch. The two stenographers claim they get better service at the nearby restaurant if they get there early. I have to get a car leaving at 12.10 or I get back too late.' And so forth.

"Still I am glad to say the inquiry *did* make a difference because their office is open during the noon hour now."

Peanut Politics

Have you read the findings of the many recent Congressional investigations of the graft, inefficiency and waste of war expenditures? Some peanut politics!

Here seems to be the procedure: The majority party has a majority of one on all the big committees, and the same majority on the sub-committees making the actual investigations. Expert witnesses are called (at expert prices per day), charges are made—then counter-charges. The majority of the sub-committee reports wilful, woeful waste. The minority of the sub-committee files a minority report giving a clean bill of health. The two reports are forwarded to the larger committee and the same *fol-de-rol* is repeated.

Aside from the splendid opportunity for newspaper headlines in bold face type, and for campaign fodder, looking to the all important proceedings of November 2, next, what happens? Nothing but a waste of the taxpayers' money. Isn't there some way we can junk this kind of buffoonery?

Our New Associate Editor

Miss Margaret Talbott Stevens, who, beginning with this issue, becomes Associate Editor of the MAGAZINE, needs no introduction to our readers. For many months scarcely an issue of the MAGAZINE has been published without one or more delightful contributions from her pen. These she prepared after her busy working day as File Clerk in the office of the General Superintendent Transportation. That they have been enjoyed, has been amply evidenced by the fact that Miss Stevens has received many letters from correspondents, not only among our employes, but among others who happened to see copies of the MAGAZINE, thanking her for the pleasure her poems and articles have given them.

Miss Stevens particular work will be the building up of the Woman's Department. We want the MAGAZINE to be read as widely as possible in the homes of the employes because the home circle should know something of the activities and ideals of the Big Railroad which employs the family bread winners.

Miss Stevens can be written to direct, as Associate Editor of the BALTIMORE AND OHIO MAGAZINE. Mount Royal Station, Baltimore, Md., by anyone who is interested in the special work which she will cover.

We Felt Flattered

A recent request for the MAGAZINE came from a news dealer at Granite, Okla., hundreds of miles from the nearest point on our lines. He said that he had a call for the MAGAZINE and that if we would send him a copy he would arrange to stock it in order to take care of the demand. I felt much like the darkey stevedore who was asked to change a twenty dollar bill—

Until——

I happened to meet an old Railroad friend in the consolidated ticket offices in our Baltimore and Ohio Building. I had not seen him for fifteen months and was glad to renew acquaintance until—he said:

"By the way, is the Railroad still publishing the MAGAZINE?"

A Baltimore and Ohio man of many years' service, working each day in the Baltimore and Ohio Building—and not knowing that the MAGAZINE is being published!

There is something rotten in the state of —— well, I will let you complete the sentence, and I could not feel much worse if you used "the Editor" to do it.

A Secretary of Aeronautics

Why not a Secretary of Aeronautics in the Cabinet at Washington? The United States produced the first successful flying machine, but largely because the new science and industry was given such poor support by the Government, we were compelled to work at extravagant speed and expense during our participation in the War to provide our forces with flying craft. Even then reports indicate that we failed rather dismally in manufacturing satisfactory machines.

The men now in the air service are almost a unit in asking for a separate cabinet department for aeronautics, controlled by neither the Army nor the Navy. They tell of the important commercial aspect of the business of flying; the fact that flying machines are demonstrating their dependability for certain kinds of transportation; for scouting purposes in the prevention of forest fires; in the fishing industry in locating schools of fish; as substantial aids in making better maps of our coast line, etc.

All of these uses, practicable and valuable in themselves, are, however, subsidiary to the supreme purpose

of putting our aircraft manufacturing industry in such shape as to insure our competing with other countries on a parity or better in case of war.

Nothing developed during the World War faster than the science of aeronautics—except, perhaps, chemical warfare. And the future increasing possibilities of the aeroplane in war are so tremendous that nothing should be left undone in this country to insure our being perfectly prepared in this branch of the service.

Leading unbiased opinion is that our aircraft industry can be stimulated by the leadership of a separate cabinet department devoted to its development; that it is not wise to make aeronautics an adjunct of either the Army or the Navy; that in warfare the aid which aeronautics can give to both Army and the Navy can be best utilized if aeronautics is made an independent department.

Official jealousy and narrow-visioned bureaucracy have impeded the progress of many worth-while reforms. We hope our country is alive to the importance of the development of our aircraft industry and that such obstacles as these will not be permitted to stand in its way.

Intensive Salesmanship

On the little way train which runs from Yarmouth to Halifax, Nova Scotia, on the north coast of the peninsula—and there is only one train a day—I sat behind a traveling salesman. He was evidently vending milking machines, for as I glanced over his shoulder I saw an important-looking document with this full page title: "The Construction of the Udder Pulsator."

If gentle, old brown Betsy, quietly chewing her cud in the green, grazing meadow, knew that scientific dairying had produced this masterpiece, how she would begin to look up in the world!

How Do You Like the "New" Magazine?

To most of our readers the changes in the size and style of the MAGAZINE shown in this issue will be a surprise, and, we hope, a pleasant one.

These changes have been made in the belief that they will make the MAGAZINE more readable. Certainly the new size has the advantage of being able to be folded once and placed in the pocket, much more conveniently than the former smaller size with its larger number of pages.

The Editor will be glad to hear how our readers like these changes, not with the idea of publishing any comments in the MAGAZINE, but simply for information purposes.

Let No Man Forget!

The very idea of the power and the right of the people to establish government presupposes the duty of every individual to obey the established government. All obstructions to the execution of the laws, all combinations and associations, under whatever plausible character, with the real design to direct, control, counteract or awe the regular deliberation and action of the constituted authorities, are destructive of this fundamental principle, and of fatal tendency. They serve to organize faction, to give it an artificial and extraordinary force; to put, in the place of the delegated will of the nation, the will of a party, often a small but artful and enterprising minority of the community. . . However combinations or associations of the above description may now and then answer popular ends, they are likely, in the course of time and things, to become potent engines, by which cunning, ambitious and unprincipled men will be enabled to subvert the power of the people and to usurp for themselves the reins of government, destroying afterward the very engines which have lifted them to unjust dominion.—From Washington's Farewell Address.



Kipling at Princeton

In the usual compilation of senior statistics the Princeton class of 1920 has selected its favorites. The Princetonian of 20 years ago who scans the list to see how the gods of his day have fared, notices one striking fact, the abiding popularity of Rudyard Kipling. Brown eyes give place to blue, Norma Talmadge has succeeded Maude Adams, the one time idol of the undergraduate world, but Kipling remains unchallenged. He was the favorite poet of 1900 and is still the favorite of 1920 with "If" as his best liked poem. Time has obliterated old land marks, a new generation has sought new favorites, but the author of "Danny Deever," "Kim" and "Mandalay" has the same human appeal today that he had 20 years ago.

By Their Fruits Ye Shall Know Them

I followed Brakeman Genn off the steps of train No. 64 at Mount Royal Station one morning during April. Turning down the platform toward the gate I saw that he had made the intervening distance of 50 feet in the proverbial hop, skip and jump and was already on his way back to the car step, carrying a big, heavy suitcase. Behind him trailed a woman passenger of ample avoirdupois, radiating a smile which showed her pleasure over the courtesy shown.

No; Brakeman Genn did not know the woman. It is a good habit he has and he works at it consistently and well.

How Nature Teaches

J. M. Byrne, our Railroad Gardener, who lives at Relay, Md., has prepared a most interesting article on the history of Relay, particularly in connection with the development of our Railroad. We hope to have this in the MAGAZINE at an early date.

Mr. Byrne is a veritable nestor of wisdom in the pleasing and fruitful practice of horticulture. He knows gardens, shrubbery and trees as do few men, and much of his learning is from painstaking and long continued personal observation. He told me a little story the other day which suggested the title for this paragraph:

"A good deal of our work is in making our station properties look attractive by the planting and cultivation of hedges. Several years ago we got a new variety and expert opinions differed radically as to the number of times a year these should be trimmed to get the best results. One of the hedges of this variety happened to be along a solid board fence, on the other side of which cows were out in pasture. They took a liking to the hedge and in that particular spot kept it trimmed down neatly all along the top to the level which they could reach over the fence. This hedge quickly grew to be stronger and much more luxurious than any hedge of the same variety on the System. When experts failed to determine how it should be cut, the cows proved it instinctively and conclusively."

The Telephone—the Faithful Servant of the Railroads

By Della M. Hain
Telegraph Department

The telephone is one of the strongest threads which serve as communicative links between the departments of the railroad. The interesting tale of the beginning and of the rapid development of the telephone is told in every American history, but there are many of us who have not followed the story of the Baltimore and Ohio telephone lines since the early history of the road.

Our American telephone lines have been severely criticized—by Americans. But those who have seen service in foreign countries and who have had any dealings with telephones in other sections of the world can appreciate that the highest development of the telephone service is in our own land and at the command of everybody. The war was a big factor in retarding the growth of the telephone, a hindrance to both public and private exchanges, a delay to constructive changes; the technical phases of installation and of poeration suffered; progress was at a standstill. Now, however, we may expect great advancement through science and an accompanying improvement in service. The cooperation of the public must be met through the counter responsibility of the operators; the result will be a mutual satisfaction and appreciation.

IN 1899 a Private Branch Exchange was installed in our main office building, Baltimore and Calvert Streets, Baltimore, Md. The telephone facilities consisted of a single position board located in the annex of the office building which was situated over the shop of the "Five Little Tailors" adjacent to the Baltimore and Ohio Building.

In 1902 our telephone service had increased to such an extent that a two-position board was installed. This was used until the Baltimore and Ohio Building was destroyed in the disastrous fire which occurred in 1904. It was then necessary to arrange quickly for temporary Private Branch Exchange service, which was installed in the private office of the Superintendent of Telegraph, then located on the second floor of Camden Station, it being convenient to our lines extending to Locust Point, Mt. Clare, Riverside, Curtis Bay and Carrolls. A temporary cable was dropped from the window and connected to the terminal located in the cellar of Camden Station. Trunks were arranged over Baltimore and Ohio private lines to Mt. Clare, thence by C. & P. circuits into the Gilmor Exchange, the St. Paul exchange having been destroyed by the fire. This exchange was utilized until other quarters could be obtained, when it was installed in a room on the second floor of Camden Station. This was used until after the erection of the new Baltimore and Ohio Building at Baltimore and Charles Streets, as the General Manager and other officials continued their offices at Camden Station until the completion of the new building.

The new exchange was installed in the Baltimore and Ohio Builidng in 1906 and contained at that time six positions, each position being operated during the day. At night only one operator was employed. Later it was found necessary to enlarge the exchange on account of the increased number of telephones, and on November 17, 1917, there was placed in service in the Baltimore and Ohio Building a new Private Branch Exchange consisting of ten regular and two toll positions. This was a "rush" installation, due to war emergencies, and is especially arranged for railroad service. The switchboard is the largest Private Branch Exchange in the State of Maryland.



HERE THEY ARE! OUR OWN "HELLO" GIRLS
Left to right: Misses Bessie Sprinkle, Kathlyne Cavanaugh, Victoria Sabiston, Mary Ripple, Viola West, Anna Culberston, Gladys Rinter, Elnora Deans, Elizabeth Harre, Madelaine Gary

There are at present 609 stations connected with the exchange, 535 being located in the Baltimore and Ohio Building, and the balance at outlying points such as Camden Station, Mt. Clare, Locust Point, Curtis Bay, Canton, etc.

The Size of the Job

Fifty-eight trunk lines afford communication with the public, over which approximately 660,000 calls per annum are made. All of these trunk lines are equipped with visual signals so that the operator at any position on the board can tell whether any of the trunk lines are busy. One hundred and eighty conversations can be held at the same time, and, including intercommunicating calls within the exchange, an average of 10,000 are made per day. It can be readily understood that in handling this large volume of business, in order to give prompt service, it is very important to have the cooperation of all persons. We should all "*Call by number invariably.*" This will give more prompt and efficient service than when calls are made by name, because of the fact that while an operator may be familiar with a certain position of the switchboard, on account of sickness, vacation, reduced force, etc., it is frequently necessary for them to work in other positions.

And the Expense

We also wish to call attention to the large number of outgoing calls to the public from our Private Branch Exchange. It should be understood that the Railroad is charged for each call, this particular service now costing a considerable amount per month. Not only is each call charged for, but after the conversation is held for a duration of over five minutes another call is assessed, so that a prolonged conversation may cost considerably more than the charge for one call.

We have tie lines connected with the Pennsylvania Railroad, Western Maryland Railroad, Camden Station, Riverside and Mt. Clare Exchanges, which give us direct service with these points.

We also have composite trunk lines which connect through Baltimore Private Branch Exchange with similar exchanges at Washington, Philadelphia, Cumberland and Brunswick, each trunk line consisting of two copper wires which afford two Morse telegraph circuits and one metallic telephone circuit (or three circuits over two wires). This is accomplished by bridging condensers across the two Morse telegraph wires, through which the alternating current, used in the operation of the telephone circuit, can pass, but the direct current used in the operation of the telegraph circuits cannot pass. Thus the two Morse circuits are prevented from becoming crossed with each other by the bridge.

We are able to talk from any station within our Private Branch Exchange at Philadelphia over our trunk line from Philadelphia to Baltimore, over a second trunk line from Baltimore to Cumberland, and a third line extending from Cumberland to Keyser, a total distance of 295 miles. At the same time we are talking over this pair of wires between Philadelphia and Keyser, we use the same two wires as Morse circuits to Cumberland.



She straightens out our telephone tangles—Miss Ethel Binau, manager of Exchange

The number of toll calls made over our trunk line between Baltimore and Cumberland, at the same rate charged by the Telephone Company, would amount to approximately $15,000 per annum. You will see from this that it is necessary to reduce the conversations over our trunk lines to a minimum, thus making the lines available for others and avoid routing the excess calls over the Telephone Company's lines at regular rates. Our bills from the Telephone Company for long distance tolls aggregate a considerable amount per annum; therefore we would respectfully ask our patrons to *be brief* in using the telephone. Kindly bear this in mind.

Make your conversation as concise as possible; this is especially important when using the Railroad Company's trunk lines to other cities, as the applications to use these lines are heavy, it not being unusual to have fifteen on the waiting list. We have had frequent cases where a party connected over one of our busy lines would ask the party called to look up some information or locate another party. This results in the line being held from ten to fifteen minutes, during which time many others are complaining to the operator because they want the line for vitally important business. Also bear in mind that when your telephone is tied up there is often some one being delayed who wants you.

A very important part of a telephone conversation is the tone of voice used; speak to the person to whom you telephone as though you were talking to him face to face; answer your telephone promptly; advise the Manager as to changes in department or office personnel. When it is necessary to recall the operator, do so by moving the receiver hook up and down *very slowly*, for the quick jerky movement of the hook does not properly signal the operator.

To sum up, let us say that our telephone service is a big door, larger than any of the entrances to our offices; consider, just for a moment, the result if all telephone conversations were held by visits to our offices.

We believe these suggestions will be found helpful, for it can readily be seen that with the number of calls handled, not only at Baltimore but at other points where we have Private Branch Exchange service, our operators are indeed very busy. It is our desire to render the very best service. We can only do our part—and will do it cheerfully—if you will do yours.

John H. Milburn, Office Engineer, Honored

JOHN H. MILBURN, office engineer connected with our Engineering Department for 21 years, has been appointed by Mr. H. R. Safford, President of the American Railway Engineering Association, as a representative of that Association on the Advisory Council to the United States Board of Surveys and Maps.

This Advisory Council will be composed of one representative from all the major Engineering Associations, and will function in behalf of the public with the newly created Board of Surveys and Maps of the Federal Government, by Executive Order dated December 30, 1919.

The Board is composed of representatives from the following Agencies and Executive Departments of the Government, to co-ordinate and standardize all surveying and mapping activities of the Federal Government and to harmonize these with similar non-Federal activities in the interest of efficiency and economy:

Corps of Engineers, U. S. Army; U. S. Coast and Geodetic Survey, Department of Commerce; U. S. Geological Survey, Department of Interior; General Land Office, Department of Interior; Topography Branch, Post Office Department; Bureau of Soils, Department of Agriculture; U. S. Reclamation Service, Department of Interior; Bureau of Public Roads, Department of Agriculture; Bureau of Indian Affairs, Department of Interior; Mississippi River Commission, War Department; U. S. Lake Survey, War Department; International (Canadian) Boundary Commission, Department of State; Forest Service, Department of Agriculture; U. S. Hydrographic Office, Navy Department.

Mr. Milburn will represent all railroads, not only of this country but of Canada and foreign countries, through the American Railway Engineering Association.

Unload a car promptly,
Send it on its way,
Then we'll save a car
Each and every day.

Extracts, Esch—Cummins Bill*

Title III—Disputes Between Carriers and Their Employes and Subordinate Officials

SECTION 300. When used in this title—

(1) The term "carrier" includes any express company, sleeping car company, and any carrier by railroad, subject to the Interstate Commerce Act, except a street, interurban, or suburban electric railway not operating as a part of a general steam railroad system of transportation;

(2) The term "Adjustment Board" means any Railroad Board of Labor Adjustment established under Section 302;

(3) The term "Labor Board" means the Railroad Labor Board;

(4) The term "commerce" means commerce among the several States or between any State, Territory, or the District of Columbia and any foreign nation, or between any Territory or the District of Columbia and any State, or between any Territory and any other Territory, or between any Territory and the District of Columbia, or within any Territory or the District of Columbia, or between points in the same State but through any other State or any Territory or the District of Columbia or any foreign nation; and

(5) The term "subordinate official" includes officials of carriers of such class or rank as the Commission shall designate by regulation formulated and issued after such notice and hearing as the Commission may prescribe, to the carriers, and employes and subordinate officials of carriers, and organizations thereof, directly to be affected by such regulations.

SECTION 301. It shall be the duty of all carriers and their officers, employes and agents to exert every reasonable effort and adopt every available means to avoid any interruption to the operation of any carrier growing out of any dispute between the carrier and the employes or subordinate officials thereof. All such disputes shall be considered and, if possible, decided in conference between representatives designated and authorized so to confer by the carriers, or the employes or subordinate officials thereof, directly interested in the dispute. If any dispute is not decided in such conference, it shall be referred by the parties thereto to the board which under the provisions of this title is authorized to hear and decide such dispute.

SECTION 302. Railroad Boards of Labor Adjustment may be established by agreement between any carrier, group of carriers, or the carriers as a whole, and any employes or subordinate officials of carriers, or organization or group of organizations thereof.

SECTION 303. Each such Adjustment Board shall, (1) upon the application of the chief executive of any carrier or organization of employes or subordinate officials whose members are directly interested in the dispute, (2) upon the written petition signed by not less than 100 unorganized employes or subordinate officials directly interested in the dispute, (3) upon the Adjustment Board's own motion, or (4) upon the request of the Labor Board whenever such board is of the opinion that the dispute is likely substantially to interrupt commerce, receive for hearing, and as soon as practicable and with due diligence decide, any dispute involving only grievances, rules, or working conditions, not decided as provided in Section 301, between the carrier and its employes or subordinate officials, who are, or any organization thereof which is, in accordance with the provisions of Section 302, represented upon any such Adjustment Board.

SECTION 304. There is hereby established a board to be known as the "Railroad Labor Board" and to be composed of nine members as follows:

(1) Three members constituting the labor group, representing the employes and subordinate officials of the carriers, to be appointed by the President, by and with the advice and consent of the Senate, from not less than six nominees whose nominations shall be made and offered by such employes in such manner as the Commission shall by regulation prescribe;

(2) Three members, constituting the management group, representing the carriers, to be appointed by the President, by and with the advice and consent of the Senate, from not less than six nominees whose nominations shall be made and offered by the carriers in such manner as the Commission shall by regulation prescribe; and

(3) Three members, constituting the public group, representing the public, to be appointed directly by the President, by and with the advice and consent of the Senate.

Any vacancy on the Labor Board shall be filled in the same manner as the original appointment.

SECTION 305. If either the employes or the carriers fail to make nominations and offer nominees in accordance with the regulations of the Commission, as provided in paragraphs (1) and (2) of Section 304, within thirty days after the passage of this Act in case of any original appointment to the office of member of the Labor Board, or in case of a vacancy in any such office within fifteen days after such vacancy occurs, the President shall thereupon directly make the appointment, by and with the advice and consent of the Senate. In making any such appointment the President shall, as far as he deems it practicable, select an individual associated in interest with the carriers or employes thereof, whichever he is to represent.

SECTION 306. (*a*) Any member of the Labor Board who during his term of office is an active member or in the employ of or holds any office in any organization of employes or subordinate officials, or any carrier, or owns any stock or bond thereof, or is pecuniarily interested therein, shall at once become ineligible for further membership upon the Labor Board; but no such member is required to relinquish honorary membership in, or his rights in any insurance or pension or other benefit fund maintained by, any organization of employes or subordinate officials or by a carrier.

(*b*) Of the original members of the Labor Board, one from each group shall be appointed for a term of three years, one for two years, and one for one year. Their successors shall hold office for terms of five years, except that any member appointed to fill a vacancy shall be appointed only for the unexpired term of the member whom he succeeds. Each member shall receive from the United States an annual salary of $10,000. A member may be removed by the President for neglect of duty or malfeasance in office, but for no other cause.

SECTION 307. (*a*) The Labor Board shall hear, and as soon as practicable and with due diligence decide, any dispute involving grievances, rules, or working conditions, in respect to which any Adjustment Board certifies to the Labor Board that in its opinion the Adjustment Board has failed or will fail to reach a decision within a reasonable time, or in respect to which the Labor Board determines that any Adjustment Board has so failed or is not using due diligence in its consideration thereof. In case the appropriate Adjustment Board is not organized under the provisions of Section 302, the Labor Board, (1) upon the application of the chief executive of any carrier or organization of employes or subordinate officials whose members are directly interested in the dispute, (2) upon a written petition signed by not less than 100 unorganized employes or subordinate officials directly interested in the dispute, or (3) upon the Labor Board's own motion if it is of the opinion that the dispute is likely substantially to interrupt commerce, shall receive for hearing, and as soon as practicable

* See Page 4, Article by President Willard.

and with due diligence decide, any dispute involving grievances, rules, or working conditions which is not decided as provided in Section 301 and which such Adjustment Board would be required to receive for hearing and decision under the provisions of Section 303.

(*b*) The Labor Board, (1) upon the application of the chief executive of any carrier or organization of employes or subordinate officials whose members are directly interested in the dispute, (2) upon a written petition signed by not less than 100 unorganized employes or subordinate officials directly interested in the dispute, or (3) upon the Labor Board's own motion if it is of the opinion that the dispute is likely substantially to interrupt commerce, shall receive for hearing, and as soon as practicable and with due diligence decide, all disputes with respect to the wages or salaries of employes or subordinate officials of carriers, not decided as provided in Section 301. The Labor Board may upon its own motion within ten days after the decision, in accordance with the provisions of Section 301, of any dispute with respect to wages or salaries of employes or subordinate officials of carriers, suspend the operation of such decision if the Labor Board is of the opinion that the decision involves such an increase in wages or salaries as will be likely to necessitate a substantial readjustment of the rates of any carrier. The Labor Board shall hear any decision so suspended and as soon as practicable and with due diligence decide to affirm or modify such suspended decision.

(*c*) A decision by the Labor Board under the provisions of paragraphs (*a*) or (*b*) of this section shall require the concurrence therein of at least 5 of the 9 members of the Labor Board: *Provided*, That in case of any decision under paragraph (*h*), at least one of the representatives of the public shall concur in such decision. All decisions of the Labor Board shall be entered upon the records of the board and copies thereof, together with such statement of facts bearing thereon as the board may deem proper, shall be immediately communicated to the parties to the dispute, the President, each Adjustment Board, and the Commission, and shall be given further publicity in such manner as the Labor Board may determine.

(*d*) All the decisions of the Labor Board in respect to wages or salaries and of the Labor Board or an Adjustment Board in respect to working conditions of employes or subordinate officials of carriers shall establish rates of wages and salaries and standards of working conditions which in the opinion of the board are just and reasonable. In determining the justness and reasonableness of such wages and salaries or working conditions the board shall, so far as applicable, take into consideration among other relevant circumstances:

(1) The scales of wages paid for similar kinds of work in other industries;

(2) The relation between wages and the cost of living;

(3) The hazards of the employment;

(4) The training and skill required;

(5) The degree of responsibility;

(6) The character and regularity of the employment; and

(7) Inequalities of increases in wages or of treatment, the result of previous wage orders or adjustments.

SECTION 308. The Labor Board—

(1) Shall elect a chairman by majority vote of its members;

(2) Shall maintain central offices in Chicago, Illinois, but the Labor Board may, whenever it deems it necessary, meet at such other place as it may determine;

(3) Shall investigate and study the relations between carriers and their employes, particularly questions relating to wages, hours of labor, and other conditions of employment and the respective privileges, rights, and duties of carriers and employes, and shall gather, compile, classify, digest, and publish, from time to time, data and information relating to such questions to the end that the Labor Board may be properly equipped to perform its duties under this title and that the members of the Adjustment Boards and the public may be properly informed;

(4) May make regulations necessary for the efficient execution of the functions vested in it by this title; and

(5) Shall at least annually collect and publish the decisions and regulations of the Labor Board and the Adjustment Boards and all court and administrative decisions and regulations of the Commission in respect to this title, together with a cumulative index-digest thereof.

SECTION 309. Any party to any dispute to be considered by an Adjustment Board or by the Labor Board shall be entitled to a hearing either in person or by counsel.

SECTION 310. (*a*) For the efficient administration of the functions vested in the Labor Board by this title, any member thereof may require, by subpoena issued and signed by himself, the attendance of any witness and the production of any book, paper, document, or other evidence from any place in the United States at any designated place of hearing, and the taking of a deposition before any designated person having power to administer oaths. In the case of a deposition the testimony shall be reduced to writing by the person taking the deposition or under his direction, and shall then be subscribed to by the deponent. Any member of the Labor Board may administer oaths and examine any witness. Any witness summoned before the board and any witness whose deposition is taken shall be paid the same fees and mileage as are paid witnesses in the courts of the United States.

(*b*) In case of failure to comply with any subpoena or in case of the contumacy of any witness appearing before the Labor Board, the board may invoke the aid of any United States district court. Such court may thereupon order the witness to comply with the requirements of such subpoena, or to give evidence touching the matter in question, as the case may be. Any failure to obey such order may be punished by such court as a contempt thereof.

(*c*) No person shall be excused from so attending and testifying or deposing, nor from so producing any book, paper, document, or other evidence on the ground that the testimony or evidence, documentary or otherwise, required of him may tend to incriminate him or subject him to a penalty or forfeiture; but no natural person shall be prosecuted or subjected to any penalty or forfeiture for or on account of any transaction, matter, or thing, as to which in obedience to a subpoena and under oath, he may so testify or produce evidence, documentary or otherwise. But no person shall be exempt from prosecution and punishment for perjury committed in so testifying.

SECTION 311. (*a*) When necessary to the efficient administration of the functions vested in the Labor Board by this title, any member, officer, employe, or agent thereof, duly authorized in writing by the board, shall at all reasonable times for the purpose of examination have access to and the right to copy any book, account, record, paper, or correspondence relating to any matter which the board is authorized to consider or investigate. Any person who upon demand refuses any duly authorized member, officer, employe, or agent of the Labor Board such right of access or copying, or hinders, obstructs, or resists him in the exercise of such right, shall upon conviction thereof be liable to a penalty of $500 for each such offense. Each day during any part of which such offense continues shall constitute a separate offense. Such penalty shall be recoverable in a civil suit brought in the name of the United States, and shall be covered into the Treasury of the United States as miscellaneous receipts.

(*b*) Every officer or employe of the United States, whenever requested by any member of the Labor Board or an Adjustment Board duly authorized by the board for the purpose, shall supply to such board any data or information pertaining to the administration of the functions vested in it by this title, which may be contained in the records of his office.

(*c*) The President is authorized to transfer to the Labor Board any books, papers, or documents pertaining to the administration of the functions vested in the board by this title, which are in the possession of any agency, or railway board of adjustment in connection therewith, established for executing the powers granted the President under the Federal Control Act and which are no longer necessary to the administration of the affairs of such agency.

SECTION 312. Prior to September 1, 1920, each carrier shall pay to each employe or subordinate official thereof wages or salary at a rate not less than that fixed by the decision of any agency, or railway board of adjustment in connection therewith,

established for executing the powers granted the President under the Federal Control Act, in effect in respect to such employe or subordinate official immediately preceding 12.01 a. m. March 1, 1920. Any carrier acting in violation of any provision of this section shall upon conviction thereof be liable to a penalty of $100 for each offense. Each such action with respect to any such employe or subordinate official and each day or portion thereof during which the offense continues shall constitute a separate offense. Such penalty shall be recoverable in a civil suit brought in the name of the United States, and shall be covered into the Treasury of the United States as miscellaneous receipts.

SECTION 313. The Labor Board, in case it has reason to believe that any decision of the Labor Board or of an Adjustment Board is violated by any carrier, or employe or subordinate official, or organization thereof, may upon its own motion after due notice and hearing to all persons directly interested in such violation, determine whether in its opinion such violation has occurred and make public its decision in such manner as it may determine.

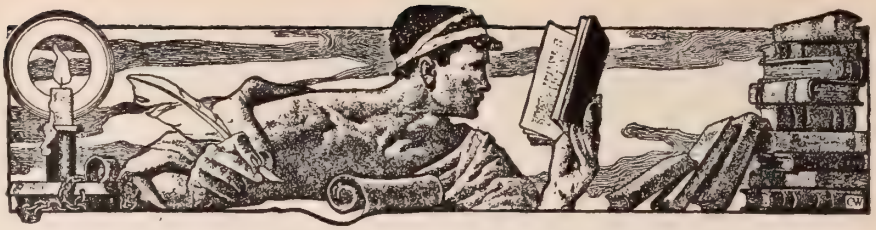
SECTION 314. The Labor Board may (1) appoint a secretary, who shall receive from the United States an annual salary of $5,000; and (2) subject to the provisions of the civil-service laws, appoint and remove such officers, employes, and agents; and make such expenditures for rent, printing, telegrams, telephone, law books, books of reference, periodicals, furniture, stationery, office equipment, and other supplies and expenses, including salaries, traveling expenses of its members, secretary, officers, employes, and agents, and witness fees, as are necessary for the efficient execution of the functions vested in the board by this title and as may be provided for by Congress from time to time. All of the expenditures of the Labor Board shall be allowed and paid upon the presentation of itemized vouchers therefor approved by the chairman of the Labor Board.

SECTION 315. There is hereby appropriated for the fiscal year ending June 30, 1920, out of any money in the Treasury not otherwise appropriated, the sum of $50,000, or so much thereof as may be necessary, to be expended by the Labor Board, for defraying the expenses of the maintenance and establishment of the board, including the payment of salaries as provided in this title.

SECTION 316. The powers and duties of the Board of Mediation and Conciliation created by the Act approved July 15, 1913, shall not extend to any dispute which may be received for hearing and decision by any Adjustment Board of the Labor Board.

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Don't Delay!
Load all Cars to Capacity!
Load and Unload Quickly!



For the Lover of Books

Interesting New Blue Print on Common Defects on Locomotives

L. S. CUNNINGHAM, mechanical engineer, Western Lines, Cincinnati, recently prepared a very interesting diagram showing common defects on locomotives which are violations of the Interstate Commerce Commission laws. This has been blue printed under No. 38300, and copies of it can be had by writing A. G. Sandman, mechanical engineer, Mount Clare.

Mr. Cunningham took all of the reports of the Interstate Commerce Commission on locomotive defects over a period of years, eliminated the duplications, and found that there were several hundred typical defects called to the attention of the Commission by inspectors.

The blue print shows an outline drawing of the Baltimore and Ohio locomotive and each of these defects is pointed out by an arrow, at the other end of which is printed a caption describing the defect in question.

This chart has been warmly commended by the officials of our Motive Power Department. Mr. Cunningham, the originator, seems to be the sort of fellow who is constantly on the lookout for opportunities to advance the interests of the Railroad, even though it calls for extra work on his part, sometimes outside of the sphere of the daily routine. This spirit is particularly appreciated by the writer, for Mr. Cunningham has done some very interesting and admirable pen and ink work for the MAGAZINE, the cover of the March issue being from his pen, as is also the table of contents design in this number.

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Problem in "Glamour" Attracts Discussion

A BOOK just published, entitled "Glamour," is attracting discussion because of the black and white manner in which it handles a very human problem. The book is by W. B. Maxwell, the noted English novelist, whose "Devil's Garden" created an almost equal stir among literary critics several years ago. His present book, "Glamour," published by Bobbs-Merrill, tells the story of a man in middle life, happily married, with every good thing that life can offer his own, who suddenly comes under the spell of the girl he had loved in his youth and who is for him always "the unattainable delight." The glamour of things unattainable which may either establish a high vision for a man or may lure him to his doom form the title and theme of the novel. Whether it would not have been better for Vaile to have married Diana in the first place rather than Mabel, whether Diana could really have done more for him had he married her than Mabel, a man's genuine love for his wife and his eternal quest after an elusive love whose spell is oddly genuine—these are some of the points involved in the book which make it at once grippingly interesting and full of food for discussion.

The story cannot be read hurriedly or lightly. It is a high-powered melodrama which borders on tragedy in spots and is saved from that tragedy only by a family confessional and a wife's keen insight into the heart of her husband. The statement that the story "turns out all right" is being assailed by some critics, who declare Vaile should have married Diana to begin with and no future of his can be complete without her. Have it as you will, the novel "Glamour" contains a plot to grip the interest of all readers and a problem which will start those same readers into a serious discussion of the story.

—

Lenin, the Man and His Work

SO much of the information which we get from Russia is censored, changed and misinterpreted that it is very hard for one to form an honest opinion about conditions there. In one paper we read an article written by a so-called eye-witness and we immediately conclude that all Bolshevism and Sovietism and everybody and everything connected with them are unqualifiedly bad. Again we may see what purports to be the story of reputable witnesses who are not, by any means, willing to admit any such thing to be the case.

In order to be fully and fairly informed on Bolshevism, which now seems as never before to be shaking the very foundations of government in many parts of the world, one should be willing to read everything he can on the subject, either pro or con. For that reason I have just finished reading the subject of these paragraphs. I cannot recommend it as the truth, except as the publishers state that the authors are telling the story as they saw it. I can recommend the story, however, as an interesting history of a man who appears to be one of the most remarkable characters in modern history.

Mechanic Tomlinson

Wounded five times, and decorated with the Croix de Guerre and the Distinguished Service Cross, the subject of this story is a Baltimore Division Trainman and says there's no job like railroading.

OF ALL the Baltimore and Ohio boys who saw service in France during the war, the most interesting we have met is the subject of this story. For Mechanic Tomlinson did more than a man's share of fighting, was severely wounded, and still speaks of his serivce in the Army as a wonderful experience. To put it in his own words—"I wouldn't take a million dollars for the twenty months in France."

Tomlinson was one of the first of the Baltimore and Ohio trainmen to volunteer for the great adventure. He enlisted July 17, 1917, and was sent to Fort Slocum, N. Y., for his equipment. After two months of preliminary training in Syracuse, N. Y., he took ship to England with his division, the Second, and on October 2 arrived at Havre, France.

The training on the other side consisted of seven months work with the British and French armies, preliminary to the first engagement in which his regiment, the Ninth Infantry, was engaged with the French on March 17, in the Verdun sector.

The Ninth Infantry, Tomlinson says, is the oldest American regiment in existence. It was the first to go over the "Wall at Pekin" during the Boxer uprising and has a long and distinguished record.

This regiment fought four engagements with the French before being sent in with other units of the Second Division to the Chateau Thierry sector on May 30, when we were celebrating Decoration Day in this country.

Wounded at Vaux

They stayed there until July 9, when, in the famous battle of Vaux, in the general engagement of Chateau Thierry, Tomlinson was hit in five places, three of the wounds being from machine gun bullets and the other two from shrapnel.

He was invalided back to hospitals in Paris and Vichy, but returned from a reserve unit in time to be at the battle of St. Mihiel in early September. Tomlinson's battalion was in reserve here, although his regiment was engaged in the fighting.

On October 1, his regiment reached Rheims and fought there for nine days, using the headstones in a graveyard as makeshift protection trenches. This engagement took the regiment with the other units of the famous Second Division through the Hindenburg line and into territory which had not been occupied during any part of the war up to that time by any Allied troops.

After this battle and a period of rest for about two weeks, interspersed with short marches to get the division to its next objective, he arrived at the Argonne front and fought from November 1 until November 11, Armistice Day. His division was then within striking distance of Sedan, the great objective of Pershing in this sector, and the place where the American general hoped to bring about a great second battle of Sedan, this time turning the tables on the Germans who, it will be remembered, conquered Napoleon III and the French army here in 1870, closing the Franco-Prussian war. After its eleven days fighting in this sector the Second Division was relieved by



Mechanic Raymond W. Tomlinson

the First Division, and it was for this reason that the First Division shortly afterward were the first troops to reach the city of Sedan.

His Decorations

Tomlinson was awarded two medals for extraordinary valor during his service. The citation for the first, given him during the battle of Rheims, and signed, it will be noted, by the great Marshal Petain, then Commander-in-Chief of the French Armies of the East, reads viz.:

Mechanic Raymond W. Tomlinson, No. 398965, Company H, Ninth Regiment Infantry, U. S. A.:

"On October 3, 1918, in the attack on Blanc-Mont, he assured the transmission of messages under a violent artillery and machine gun fire. Two of his comrades received bad wounds, and he gave them first aid, and remained with them until the arrival of the stretcher bearers."

At Grand Headquarters of the General, February 16, 1919.

The Marshal,
Commander-in-Chief of the French
Armies of the East.
PETAIN.

Tomlinson laughs now when he tells about the French ceremony at the presentation of the *Croix de Guerre*. It was handed to him by Petain in person, who planted, in true French custom, a kiss on both of his cheeks after pinning the medal on his breast. His *Croix de Guerre* carries a silver star, which indicates a higher rank of merit than this medal without any additional decoration.

For his heroism in carrying messages over a period of nine days (on the second of which he was shot through the knee) under heavy artillery and machine gun fire, he won the American Distinguished Service Cross. His citation for this medal reads as follows:

Raymond W. Tomlinson (Army Serial No. 398965), mechanic, Company H, Ninth Infantry, Second Division. For extraordinary heroism in action near Vaux, France, July 1st to 10th, 1918. During the attack on Vaux, Mechanic Tomlinson received a rifle ball wound in the right knee. Although suffering great pain he made no mention of his wound. Later, during the attack, he assisted in the capture of two officers and five men. During the nine days that his company continued on duty in the front line, Mechanic Tomlinson carried numerous messages to front line platoons, while exposed to heavy artillery and machine gun fire.

In addition to these medals and citations, Tomlinson was again cited in General Orders No. 40, A. E. F., as a member of Company H, Ninth Infantry, for heroism during the battle of Belleau Woods on the nights of June 6 and 7, 1918.

Tomlinson's enlistment record gives the names of the engagements of the Toulon-Tryon sector, Verdun; the Aisne Defensive; Chateau Thierry; and the Champagne and Meuse-Argonne Offensives. Tomlinson's regiment was in the line for 162 days altogether. When his battalion, with a normal strength of about one thousand men, came out of the battle of Rheims, the four companies, E, F, G and H, had been so badly decimated that they had to be combined to make a single company. Of sixty officers who started with the regiment but nine returned to this country. When the regiment paraded on Fifth Avenue, N. Y., after reaching the United States, there were but 471 men of the 3,000 who started with it.

Only One Man in Company Not Wounded

But one man of Company H, in which Tomlinson was mechanic, was neither killed nor wounded, and he, it is interesting to note, is a Baltimore boy, living on Falls Road. Tomlinson went into his first engagement and fought as a private until wounded in the Chateau Thierry sector. He was then made mechanic because it was impossible for him to drill.

Tomlinson's hobby while in the Army was writing. He contributed frequently to his division newspaper and his stories of the reception given the American troops in the liberated towns of France and Belgium are especially graphic.

Tomlinson came to the Baltimore and Ohio as a brakeman in 1916 and is still working in this capacity on the West End of the Baltimore Division.



All Chapters of the Veteran Employes' Associations were requested by the Editor of the MAGAZINE to submit the names and addresses of all their officers, so that these might be published for record purposes. The results of this request follow. Where the information given is not complete the Secretaries of the Chapters are requested to advise the Editor, so that corrections can be made in a future issue.

Officers of Grand Lodge

G. W. STURMER, Grand President, 2830 Parkwood Avenue, Baltimore, Md.
J. M. GARVEY, Sr., Grand Vice-President, Wood Building, Elm Grove, W.Va.
JAMES WARDLY, Grand Secretary and Treasurer, 1003 Seymour Street, Connellsville, Pa.

Directors

T. A. RICHARDSON, Fairmont, W. Va.
F. M. KEANE, Grafton, W. Va.
J. E. OLIVER, Martinsburg, W. Va.
J. T. PRICE, Newark, Ohio.
W. D. COX, Hazelwood, Pa.
H. A. BEAUMONT, Baltimore, Md.
J. W. KITTLEWELL, Secretary, McMechen, W. Va.
G. N. ORBIN, 2945 Glenmore Avenue, Dormont, Pa.
J. C. RICHARDSON, Chief Clerk, 24th and Chestnut Streets, Philadelphia, Pa.
J. J. HESKET, President, Brunswick, Md.
D. W. O'NEIL, Secretary, 1556 Korand Avenue, Youngstown, Ohio.
E. E. SMITH, Secretary, Chief Clerk Maintenance of Way, Garrett, Ind.
V. J. LUCAS, Secretary, South Cumberland, Md.
C. E. AULD, Secretary, 632 North Queen Street, Martinsburg, W. Va.
J. T. PRICE, Secretary, 11 West Locust Street, Newark, Ohio.
C. R. WEIR, 1533 Poplar Grove Street (Room 801 Baltimore and Ohio Building), Baltimore, Md.
C. W. CASSELL, 45 Lincoln Street, Grafton, W. Va.
T. A. RICHARDSON, Secretary, Fairmont, W. Va.
JAMES WARDLY, Secretary, 1003 Seymour Street, Connellsville, Pa.
P. J. MORAN, President, care Superintendent Root, Parkersburg, W. Va.

Martinsburg, W. Va., Association

President, H. W. Fauver, engineer, service, 34 years; Vice-President, W. A. Burkhart, pensioned conductor, service, 49 years; Secretary, C. E. Auld, dispatch clerk, service, 27 years; Treasurer, J, H. Aldridge, foreman machinist, service, 44 years; Representative to Grand Lodge, J. E. Oliver, foreman, Scale Shop, service, 34 years.

Ladies' Auxiliary: Past President, Mrs. J. H. Copenhaver; President, Mrs. W. A. Burkhart; Vice-President, Mrs. J. E. Oliver; Recording Secretary, Mrs. G. H. Keedy; Financial Secretary, Mrs. M. Furr; Treasurer, Mrs. Anna Burkhart; Chaplain, Mrs. F. McBee; Sergeant-at-arms, Mrs. R. F. DeLancey.

Cumberland Division Association

President, Harry Allison; Secretary, V. J. Lucas.

Pittsburgh Division Association

President, W. C. Cox, locomotive engineer, service 55 years; Vice-President, James A. Shuck, carpenter, service 45 years; Treasurer, William Dewalt, car foreman, service 35 years; Secretary, G. N. Orbin, locomotive engineer, service 40 years.

Newark Division Association

President, D. H. Moriarty, service, 40 years; Vice-President, F. S. Mahurd, service, 22 years; Secretary, J. S. Price, service, 38 years; Treasurer, E. E. E. Moore, service, 39 years; Executive Committee: J. H. Doyle, service, 46 years; S. W. Higgs, service, 54 years; A. B. Wheeler, service, 36 years; D. H. Murphy, service, 25 years; J. A. Johns, service, 26 years.

Connellsville Division Association

President, P. J. Harrigan, Connellsville, Pa.; Secterary, John Layton, Connellsville, Pa.

Brunswick Division Association

President, W. Ray Smith; Secretary, W. C. Compton.

Monongah Division Association

President, J. F. Shafferman; Vice-President, C. D. Summers; Secretary, J. H. Downey; Treasurer, J. D. Hecker.

Fairmont, W. Va., Association

President, J. B. Kimmel; secretary, C. W. Cassell.

Ohio River Division Association

President, J. M. Guinn; Vice-President, Patrick A. Dennison; Secretary and Treasurer, J. B. Scullin; Executive Committee: E. E. Cole; J. H. Wade; F. P. Coe; E. F. Augustine; William Hall.

Chicago Division Association

President, J. M. Trimble, train dispatcher, service, 31 years; Vice-President, Clifford H. Martin, passenger engineman, service, 36 years; Treasurer, William A. Clifford, agent at Garrett, Ind., service, 31 years; Secretary, E. E. Smith, chief clerk to Division Engineer, service, 29 years.

Wheeling Division Association

President, T. M. Whalen, McMechen, W. Va.; Secretary, J. W. Kettlewell, McMechen, W. Va.

Philadelphia Division Association

President, J. C. Richardson, chief clerk, Philadelphia; Vice-President, E. B. Rittenhouse, freight agent, Wilmington; Secretary, J. M. Graeves, agent, Pier 40, Philadelphia; Treasurer, F. H. Gray, station baggagemaster, 24th and Chestnut Streets, Philadelphia. Executive Committee: the four above named officers and the following elected members: Rush Gramm, engineer; S. L. Curry, train baggageman; J. W. Ault, train baggageman; W. N. Brown, Freight Department; I. E. Kelly, foreman water stations.

Cleveland Division Association

President, W. D. Reed, yardmaster, De Forest, Ohio; Vice-President, Paul Didier, principal assistant engineer, Pittsburgh; Secretary, D. W. O'Neil, district supervisor of transportation, Youngstown, Ohio; Treasurer, P. Colligan, agent, Allegheny City, Pa. Executive Committee James Aiken, agent, Youngstown, Ohio; M. Dempsey, conductor, Youngstown, Ohio; J. Houston, terminal trainmaster, Painesville, Ohio.

Baltimore Chapter

By C. R. Weir
Secretary

THE regular meeting of the Baltimore Division Veteran Employes' Association was held March 1 in Jr. O. U. A. M. Hall. The attendance was unusually large. Before engaging in the regular business, the assembly stood for one-half minute in respect to the memory of Brothers Sinnott, Wholey, Hooper, Morrow and Shea.

The leading feature of the occassion was two-fold, first, the presentation of prizes for the largest number of new members secured by the Veterans and by the Ladies' Auxiliary, respectively; secondly, a supper to the Veterans, given by the Ladies' Auxiliary.

The business of the Association was hastily handled so as to allow plenty of time for entertainment and supper.

Previous to the presentation of prizes, President Bowers introduced President Fauver, of the Martinsburg Veterans' Association, who, in a much appreciated talk, explained the causes that brought friendly and social success to his Chapter. President Bowers then presented to retiring Secretary Shaw, in behalf of the Association in appreciation of his five years' service, a handsome gold watch chain, which Brother Shaw accepted with sincere thanks. Brother Riley presented to Brother Harrigan $10.00 cash as prize for selling largest number of entertainment tickets. Past President Covell presented to Past President Galloway a gold emblem ring for secuing the largest number of new applicants. Owing to the illness of Brother Galloway, Mrs. Galloway accepted with appreciation this handsome award. Grand President Sturmer presented to Brother Hobbs an emblem button for the next largest number of new applicants. Mrs. Pennell received an emblem button, presented by Past President Pennell, as prize to the lady of the Auxiliary securing the largest number of Veteran applications.

Now for the feast! The dining room was decorated with bunting, American flags, palms and ferns, with festooning of red, white and blue crepe paper. President Mrs. C. H. Chipley had general supervision, Mrs. C. R. Weir had charge of the dining room with a creditable corps of assistants. Mrs. G. A. Bowers had charge of the guest table. The supper consisted of oysters, salads, pickles, rolls and coffee, followed by cigars.

The visitors were: President H. W. Fauver, Vice-President W. A. Burkhart, Secretary C. E. Auld, and Brothers C. P. Martin, Harvey Peer, Thomas Rockwell, John Young, J. W. Gantt, A. J. Criswell, and ladies, all from Martinsburg.

Pittsburgh Chapter

By C. A. Richardson
Chairman, Executive Committee

ABOUT 200 Veterans attended a meeting of the Veteran Employes' Association of the Pittsburgh Division in Odd Fellows Temple on Monday evening, April 12. Among the out of town notables present were Robert M. Sheats, P. Harrington, James Wardly, Dennis Lowney and Anthony King. The following program was very enjoyable: A solo by Mr. Friel; a duet by the Dunmire Brothers; a solo by Mr. Elrick; a solo by Mr. Dunmire, with piano accompaniment by Mrs. Neilson. Their efforts to entertain us were much appreciated, and we hope to have them with us again.

Our President, William C. Cox, announced in a feeling manner the death of one of our members, Mr. Plant, who had been ill for nearly two years.

Some of the old Veterans spoke of railroading as practiced some forty or fifty years ago. It is wonderful what a reminiscent mood these old fellows get into at a gathering of this kind. The younger element likes the old stories and it does the youngsters good to attend.

Our Association is growing quite rapidly. Our meetings are always interesting, and we have appointed a committee to confer with the Veterans at Cumberland and Connellsville, with the object of having an outing at some convenient point some time during the coming Summer. Somerset, Pa., is being considered. We expect to have a membership of not less than 500 before the end of the year.

Grafton Chapter

THE regular monthly meeting of the Monongah Division Veteran Employes' Association was held on Monday night, April 12. The Veterans were addressed by Grand Vice-President Garvey and greatly enjoyed the fine talk he gave.

At this meeting three delegates were elected to represent this Association at the convention to be held in Baltimore at some future date. The delegates elected were: F. M. Keane, J. B. Kimmel, and Thomas Beall.

Resolutions of respect were drawn up and passed by this Association in honor of our deceased brothers, J. W. Grinnan and Robert Anderson.

Brother Grinnan had been in the service for 40 years. His death was brought about by an attack of acute indigestion. He was a faithful employe and was well liked by all who knew him.

Brother Anderson also was a faithful and a well beloved employe, having been in the service for 28 years. Both of the funerals were well attended by the Veterans, and resolutions of respect were sent to each of their families.

After passing on the above, the meeting was adjourned. The next meeting will be held on the second Monday in May.

Old Switch at Relay

THE several articles recently published in the MAGAZINE in regard to Baltimore and Ohio history at Relay, have stimulated a good deal of interest among our Veterans. One of these, Engineer J. E. Way, of the Baltimore Division, gives us another chapter on this historic place, in the accompanying photograph.

This shows Upton W. Howser standing at the penstock between the old Main Line and the Metropolitan Branch. The penstock was arranged so that engines on the Washington Branch and the Main Stem could take water in either direction by crossing from one main track to the other.

The hill in the background will be remembered by only a very few of our oldest active employes and pensioners. This had to be levelled for the substantial old stone station which still helps to make Relay one of the most attractive stopping points on our Railroad, and which was built and occupied in 1873.

John E. Spurrier, Jr., vouches for the accuracy of this information.



Old Switch at Relay—Original photograph loaned by Engineer J. E. Way, Baltimore Division



E. L. Weisgerber

Honored Career of Edward L. Weisgerber Ends

THE eventful life of Edward Ludwig Weisgerber, age 80, terminated on March 19 at his home at Newark, Ohio. This marked the passing of one of the best known and most respected officers of the Baltimore and Ohio. He gave the Company 46 years of loyal and vigorous service, and his memory will be honored by all employes whose good fortune it may have been to work for or with him during his long career as a railroad man.

Mr. Weisgerber was born in Wheeling, W.Va., on September 16, 1839. He entered the service of the Railroad as machinist apprentice, February 23, 1856, at Wheeling. Completing his apprenticeship he served as machinist from 1860 to 1866. He was made General Foreman at Wheeling in 1867, and Master Mechanic at Connellsville, in 1872. He was transferred to Wheeling in the same capacity in 1873, was promoted to Master Mechanic at Grafton in 1877, transferred in the same capacity to Newark in 1877, and in that year was made General Master Mechanic at Mount Clare shops. Here he served until 1902, when he retired from the service.

The Rose Beyond the Wall

By N. H Davis

Chaplain, Philadelphia Veterans

WHILE attending the Twelfth Annual Banquet of the Veteran Employes' Association of the Philadelphia Division, I was much impressed by the appearance of my fellow-men there who had borne the burden and heat of the day for 20 years and more. That these men had bright eyes, active minds, and, to all appearances, strong bodies, proves beyond a doubt that men can care for both body and soul even while the storms of life toss them hither and thither.

I beheld men there who had passed the middle mile-stone of life and who still maintained their strength and youthful appearance.

True, the hand of affliction has touched and is still touching men in all walks of life. But the majority of these men are still in active service and able to maintain their families.

It has been said that men cannot come in contact with evil without absorbing it. But as the lily of the old mill pond, planted there by the hand of God in the mud and decomposition of vegetation, is cared for and brings forth a beautiful flower, so God in like manner cares for man, whom He has planted in this world of sin, and keeps him from absorbing the evil around and about him.

The men whom I saw at the banquet have come up from a life of toil. Yet each seemed to be satisfied with his lot, though some may have felt that their lives have not amounted to much after all. But I can say to any brother Veteran who has a like thought, that no man who has done his part and followed his vocation free from evil, has labored in vain.

There is always a time in the life of every man when the cup of cold water spoken of by the Master can be given to those who thirst. "Give me to drink," said the Master at the well. The fruits of our labor may be blossoming somewhere unknown to us. A lady once received a beautiful rose plant and planted it in her yard beside a stone wall. She watered it and dug around its roots and kept it free of insects. But she was much disappointed when it did not bloom. She thought her care for it had all been in vain and was very sad over what seemed to be a failure. But just before Autumn, while cleaning some undergrowth from around the wall, she discovered a crevice which admitted a ray of the setting sun. There, to her surprise, she beheld a branch leading from the rose bush to the other side. And when she climbed up and gazed over she saw that her labors had not been in vain, for her bush had sent out a tender and beautiful branch which had brought forth the fruits of her labor. It had blossomed on the other side of the wall. So, my dear brothers, keep in good heart, for your labors will be sure to bloom on the other side of the wall. Be not weary in well doing, for we shall reap if we faint not.

Death of Dispatcher B. M. Tharp

By A. R. Lanker

AGAIN has death come into our circle, leaving many saddened hearts. Benjamin McCormick Tharp, senior train dispatcher of the Toledo Division, succumed at his residence in Dayton, Ohio, on Friday, March 12, after an illness of six days.

Mr. Tharp was born at Washington Court House, Ohio, April 30, 1867. He began his railroad career in June, 1881, as Telegraph Operator on the T. C. & St. L. Railroad at Washington Court House, Ohio, Chillicothe, Ohio, and Wellston, Ohio. In November, 1882, he went to Waverly, Ohio, as Joint Agent for the O. S. and S. V. Railways. He left this position in April, 1884, going to the Santa Fe Railroad, where he worked as Telegraph Operator, Agent, Clerk and Relief Agent at various points in Kansas, Colorado and New Mexico for five years and six months, returning to Ohio in October, 1889, where he was engaged as Telegraph Operator, Assistant Agent, Yard Clerk and Chief Clerk to Superintendent Gimperling on the Wellston Division of the C. H. & D. Railroad. In December, 1893, he went to Celina, Ohio, on the Delphos Division as Train Dispatcher, which position he retained until he was transferred to the main line of the

First Baltimore and Ohio Time-Table Published in Newspapers

Contributed by H. R. Howser

(Baltimore American—June 17th, 1830)

A sufficient number of Cars being now provided for the accommodation of passengers, notice is hereby given that the following arrangements for the arrival and departure of carriages have been adopted and will take effect on and after Monday morning next, viz.:

A brigade of Cars will leave the Depot on Pratt street at 6 and 10 o'clock A. M. and at 3 to 4 o'clock P. M., and will leave the Depot at Ellicotts Mills at 6 and 8½ o'clock A. M. and at 12½ and 6 o'clock P. M.

Way passengers will provide themselves with tickets at the office of the Company in Baltimore, or at the Depots at Pratt street and Ellicotts Mills, or at the Relay House near Elkridge Landing.

The evening Way Car for Ellicotts Mills will continue to leave the Depot Pratt street at 6 o'clock P. M. as usual.

N. B.—Positive orders have been issued to the Drivers to receive no passengers into any of the cars without tickets.

P. S.—Parties desiring to engage a Car for the day can be accommodated after July 5th.

Gross receipts for the first four months of operation, $20.012.36.



B. M. Tharp

C. H. & D. Railroad as Train Dispatcher at Lima, Ohio. He held this position until the Dispatcher's office was moved to Dayton, Ohio, in May, 1902. Here he worked almost continuously as Train Dispatcher up to within one week of his death. His connection with the Baltimore and Ohio Railroad dates back to the acquirement of the old C. H. & D. Railroad by this Company.

Mr. Tharp possessed more than ordinary ability and bore the reputation of being exceptionally careful and painstaking in his work; and he enjoyed the confidence of all his associates and co-workers.

He is survived by his wife, Eleanor Tharp, one son and two daughters, to whom is extended the heartfelt sympathy of his host of friends and associates among the officers and employes of the Toledo Division, by whom he will be greatly missed.

New York Division

ON Tuesday evening, April 20, the clerks of the New York Division, under the auspices of Harrison Lodge No. 783, Brotherhood of Railway Clerks, held a social and dance at New Amsterdam Hall, New York. The affair was a good-fellowship gathering, the motto being "Everybody welcome and everything free." This waiving of an admission fee was made possible by having a drawing for a $50.00 Liberty Bond, tickets being 25 cents each. Members sold as many tickets as they could among their friends.

Through the kindness of John Pagliucca, Lighterage Department of the Produce Exchange, the committee was able to secure the services of a first class Jazz Band, in which he is trap drummer. These boys were warmly congratulated on the fine program which they gave.

The entertainment was ably handled by the committee: C. F. Santagata, chairman, assisted by the Messrs. J. Cherny, T. Bradley and T. Baccalini. F. Santagata and his brother, Louis, sang several of the latest song hits and several encores. One of the fair visitors, a Miss Schwartz, contributed a song and recitation. Another feature was an impersonation of the famous Jazz King, "Frisco," given by Mr. Reynolds.

In the drawing for the Liberty Bond, M. A. Boyan, head of the Eastbound Department, held the lucky number, No. 3.

In the prize dancing contest the judges, J. Lynch, T. Bradley, C. Speckman, awarded a handsome prize to "Al" Fox and his fair partner, Miss Margaret Cronin, for the best fox trot. Perhaps the name of Fox had something to do with "Al's" wonderful showing of foot work.

C. J. Speckman was of course on hand but it took a long time before the greater part of the membership were aware of this fact, because he had his best "gal," and naturally had to be on good and quiet behavior. After enjoying the refreshments the party disbanded at about midnight. This is the best evening our committee has given us to date.

Clarence E. Roache Still Climbing

QUITE a few good things come out of the old Baltimore and Ohio. To some men it is a University—a training for higher things—even things outside the Railroad.

Take the case of Clarence E. Roache. Not a few of us know him from days before the war when he was Chief Clerk in the Employment Bureau. Today he is Assistant General Sales Manager of the F. S. Royster Guano Company, at Norfolk—and he's still going.

Like some other successful men, he began as a waterboy on a track gang. Must be something to that waterboy stuff.

Baseball Fans Busy at Keyser

DURING the latter part of April about 25 of the baseball fans at Keyser got together to launch the season. Trainmaster Carney called the meeting to order. P. G. Ervin, chief clerk to Assistant Superintendent, was elected temporary manager and "Batch" Fazenbacher was made captain. Keyser has always had a good Company team and is out to beat all comers. Write the manager for games.

Judicial Reflections of a Granddaddy

By George W. Haulenbeek

Law Department

How to Get a Husband

I once heard a gentleman say that young women could easily get husbands if they would show a desire to aid mother and the household by devoting a portion of the Saturday half holiday to doing some of the marketing. This seems simple enough and I have often wondered why a goodly number do not avail themselves of the privilege.

Coming down town in a Guilford Avenue car last Saturday morning, I saw a young lady with a market basket, which she intended, no doubt, to use at Lexington market in the afternoon. She was not on her way to market then, for she possessed the stenographic demeanor and poise. I therefore inwardly ejaculated as she alighted at one of the big office buildings, that this young woman, according to my friend's belief, would certainly land a husband.

Boosting Baltimore

I am always glad to meet Baltimore and Ohio employes on our very satisfactory train, No. 524, on my Saturday trips to Bethlehem; glad, because there are so many people, especially in New York, who have an idea that Baltimore is a little bit of a place. When I go to the Metropolis, I give them Baltimore data right from the shoulder. I tell them we have the finest harbor on the coast; a population of 800,000, and when the census enumeration is concluded, we expect to record one million. One might as well be killed for a sheep as for a lamb.

The Veteran

E. B. Rittenhouse

Agent, Wilmington

His was the dauntless energy—the will that blazed the way
Through the chaotic insufficiency of yesterday;
His was the faith—through the long night—to work, to prophecy
The fashioning of mighty thunderbolts—the dawn of day.

His path is toward the evening sun—the coming night;
A passing scroll of sleepless hours—of blinding light;
Today is filled with memories of the past,
And loyalty—that bore him through the wintry blast.

Destiny—and the drift of fruitful years, ere now
Hath touched with frost the locks above his brow;
His heart and brain are woven in the web that holds us fast,
And where he trod we follow to the last.

Women's Department

Edited by MARGARET TALBOTT STEVENS

May

Adown the fields of morning light, all glistening with the dew,
I met a dainty maid who wore a gown of wondrous hue.
Her hair was made of sunshine, and her eyes of diamonds bright
Were sparkling like the lanterns of the fireflies in the night.
Her breath was of the southern clime, more fragrant than the rose,
And she danced along as lightly as the silvery brooklet flows.
Of wood and hill and meadowlands, she sang that livelong day,
For she was Queen of Fairyland, this lovely Maiden May.

Ladies' Auxiliary, Baltimore Veterans

By Mrs. George T. MacMillen
Recording Secretary

The Ladies' Auxiliary of the Veteran Employes' Association was organized September 6, 1916, with 14 charter members. The Association now numbers 161 active members. Meetings are held on the first Wednesday of each month at 2.00 p. m., at Jr. O. U. A. M. Hall, 100 N. Paca Street, Baltimore, Md., and are well attended, luncheon being served at each meeting. A cordial invitation is extended to out-of-town members of the various auxiliaries of the Veteran Employes' Association and a most pleasant afternoon awaits those who accept the invitation.

Mrs. Bertha G. Bond

She Did Her Part for Humanity

By H. Irving Martin

It would be hard indeed to write an appreciation of the life of Mrs. Bertha George Bond, wife of Doctor James A. Bond, and the work done by her which would measure up to its real value to Humanity.

Here was one whose life was a living fulfilment of the Divine command, "Thou shalt love thy neighbor as thyself."

A charming conversationalist, a good listener, broad and liberal-minded, and possessing a highly developed personality that made friends of all with whom she came in contact, her death is deplored by all who knew her and her husband. She was deeply interested in all movements for the advancement of her sex. Sharing fully in all of the occupations in which her husband was interested, nothing that pleased him was too small to secure her fullest cooperation.

Mrs. Bond died on Friday, April 2, following an operation at St. Joseph's Hospital, Baltimore, and was buried at Westminster, Md., on Sunday, April 4.

Besides her husband, who is the son of former Judge James A. C. Bond, of the Fifth Judicial Circuit, now of the firm of Bond & Parke, counsel at Westminster, Md., for the Baltimore and Ohio Railroad, Mrs. Bond is survived by a sister, Mrs. George J. Parke, of Norfolk, Va., and a brother, James B. George, of Sykesville, Md.

Through his long service with the medical staff of the Relief Department, Doctor Bond's associates have realized that the two were true comrades in every sense and their sympathy to him is full and heartfelt.

We reproduce from the Baltimore *Sun* a tribute to Mrs. Bond which voices the esteem in which she was held by her associates:



OFFICERS OF THE LADIES' AUXILIARY, VETERAN EMPLOYES' ASSOCIATION, BALTIMORE DIVISION

Front row, left to right: Mrs. J. F. Epsey, sergeant-at arms; Mrs. G. T. MacMillen, recording secretary; Mrs. William Riley, financial secretary. Back row, left to right: Mrs. W. T. Holmes, treasurer; Mrs. William Hanson, vice-president; Mrs. G. A. Bowers, chaplain; Mrs. C. H. Shipley, president; Mrs. J. F. Tucker, organist; Mrs. G. W. Galloway, ex-president.



SOME OF OUR MOUNT CLARE BABIES—WHERE ARE THE OTHERS?

1—Howard Christy, grandson of C. E. Gibbs, foreman, Paint, Hardware and Pine Shop. 2—James Junior Welker, son of J. H. Welker, machinist. 3—Robert Wesley Fairman, 18 months old son of Robert W. Fairman, electric welder, in service 4 years. 4—Hilbert L. Flanagan, age 4 years, John G. Jr., age 2 years, sons of John G. Flanagan, blacksmith helper. 5—Charles E. Fromm, 20 months old son of Edgar J. Fromm. 6—Hazel May, age 2 years, daughter of Oliver Hands, boilermaker, in service 11 years. 7—Mary, age 6 years, William, age 4, and Sophia, age 2, children of W. E. Heiland, flue tester. 8—Eva Weiner, age 15 months, daughter of P. N. Weiner, machinist, in service 5 years. 9—Gordon William Kostens, 6 year old son of William Kostens, machinist, in service 11 years. 10—Charles H. Stowman, Jr., son of Charles H. Stowman, boilermaker, in service 15 years. 11—Margaret Frances Hyman, age 4 years, daughter of F. C. Hyman. 12—Evelyn Pauly, 6 year old daughter of William Pauly, machinist. 13—Mary Jane Street, age 3½ years, daughter of William L. Street, in service 14 years. 14—Martha Hands, age 3½ years, daughter of Oliver Hands, boilermaker, in service 11 years.

Mrs. Bertha G. Bond was active Red Cross Worker

Mrs. Bertha George Bond, wife of Dr. James Bond, was an active worker in the American Red Cross. She was among the first to offer her services, and worked untiringly in the Lawyers' Hill Auxiliary for any of the needs of the Baltimore Chapter. She was one of the earliest to realize the necessity for tireless efforts in the successive and successful "drives."

Young, beautiful, and possessed of a charming personality, her presence influenced others at once. When, after the war, the Auxiliary was sending delicacies to the wounded at Fort McHenry, Mrs. Bond was always ready, not only to prepare them, but often driving her car on the many errands for which she was called. Her services to her country, rendered so cheerfully and so efficiently, should be an example to others. She gave that others might fight on, and in her heart was the courage that wins.

(Signed) LETITIA E. LOWNDES.

Women Win In Business

By George W. Haulenbeek

Adverting to my frequent references in my monthly letter to the work of qualified and efficient women in our service, those possessing an education and a willingness to render the best service, let me observe that the Capitol Theatre at 51st Street and Broadway, New York, employs a young lady as its press representative. With an orchestra of eighty musicians and other important and novel features, this is the largest theatre in the world, the sum of five million dollars having been expended in its construction. Think of a woman being at the head of the publicity department of such an immense organization!

Who Will Volunteer to Teach Him?

By W. R. Irving

"He" and "She" both work at the Central Building. He had it as bad as anyone ever did. She might have.

The time was late evening. The place was her parlor. He had just been handed the mitten for various reasons. The setback reacted on his vocal chords, and he began:

"It used to be the custom to don armor and fight to prove your love. I have no such chance, but I can devote my life to you. Is there anything I can humanly do for you? Do you need a champion? A protector? How—is there anything you

Dear Women Readers:

A pair of blackbirds were chattering away noisily in the top of an old walnut tree. They were in search of a suitable location for their summer home, and they twittered and chirped for a whole morning. Although I could not interpret their language, I was sure from their actions that they were conversing on this wise:

"My dear, do you realize that it is apple-blossom time?"

"Yes, indeed! And summertime is right at the door. We must certainly hustle up and get this nest ready."

Now, there is little doubt but that this pair of blackbirds built their nest in the top of the same walnut tree and in the selfsame manner as did their parents, their grandparents, and their great-grandparents—stick upon stick, straw upon straw, and a few feathers from the breast of the mother bird to line the inside.

Man, however, when he begins to build himself a home, does not take his axe and hew down a tree, nor does he place the logs one upon another to build the sort of cabin which his great-grandfather made. He forms his own idea for a house, arranging it according to the needs of his family, and leaves the rest to the architect and to the contractor.

The needs of the blackbird never change from year to year; man's wants change daily. The result is that we have new ideas. Moreover, if there be a thousand persons, each having the same duties to perform, no two of them will accomplish the task in exactly the same manner. How do you do your work? Will you tell us? It is for this purpose of discussing methods of doing things that we are to use these pages; we can help each other by the exchange of ideas. This is how we can do it:

I want you to write me all about the things in which you are particularly interested. It is not necessary to be an experienced writer in order to do this; the best things in the world are told in a few simple words. Just write me plain, everyday, "homey" letters, if you will, and tell me how you are going to furnish that new bungalow or what you know about canning vegetables. What plans have you for educating your children? What is your favorite dessert, and how do you prepare it? How about that literary club in your community? How did you make that dainty gown out of last year's suit? How do you arrange your flowers, your hair, the dining-room table?

These are just a few suggestions, but there are a thousand things that you can tell me of. Perhaps you have a little chicken farm, a vegetable garden, a window garden, or a peach orchard that you can tell about. Maybe you can write a little poem or a short story. Just send me anything that you feel will be of interest to womenfolk—and to menfolk too, for that matter. You would be surprised if you knew how many men read the women's pages. We want them to read our section; in fact, we want to make our pages so interesting that whenever a housewife feels like taking a vacation all she will have to do will be to put the Magazine in a conspicuous place in the kitchen and leave home with the satisfaction of knowing that friend Husband will need no other cookbook or manual of housekeeping in order to keep everything spik and span and not die of indigestion during his wife's absence.

I am sure that you would laugh with me, and perhaps at me, if I should tell you of some of the amusing experiences that I have had through writing for the Magazine. But try it and find out for yourselves, and incidentally help other folk by telling them your ideas. Personally, I need a great deal of help. I know as much about housekeeping as I do about building a Chinese pagoda; so it is up to you to teach me. Just think what a calamity it would be if that little blind god should some day aim at my heart with his sure-shot arrow and say: "Lay down your pencil immediately and take up the tea-towel!" Alas for me if I knew not the difference between the tea-towel and the table-cloth!

Let us make good use of this Women's Section. It is yours and mine. Will you help to make it worth while?

Yours very cordially,

Margaret Talbott Stevens

want that I can get you; is there anything I can do to show my love?"

She gets an idea. "Yes," she evenly and sweetly replied, "kiss me."

After recovering, he reverently kissed her on the forehead.

Silence followed, then: "Is there any other way to prove my devotion?"

"Yes," she said, "learn how to kiss."

Practical Dishes for Practical People

Pie Crust

No matter how carefully the filling for a pie has been prepared; no matter how appetizing its appearance; if the crust of that pie be tough and unpalatable, the whole is a failure. On the other hand, a light, flaky pie crust will make almost any attempt at pie making worth while. The following recipes are the result of careful experiment; the first one is particularly delicious crust for lemon filling.

No. 1

3 cups flour.
1 cup shortening.
1 teaspoonful salt.
Enough cold water to make the dough barely cling together.

Roll thin. If for a lemon filling bake first for about ten minutes, or until a very light brown. This will make two large pies.

No. 2

1½ cups flour.
½ teaspoonful salt.
½ cup shortening.

Mix ingredients well, adding enough ice water to hold together in a still dough. Roll this out and fold over. Repeat this three times, taking care to roll very thin each time. Before putting on top crust spread it with a thin covering of butter or lard. Bake in a hot oven. This will make one pie.

No. 3 (Adella Crust)

1 cup shortening.
3 cups flour.
½ cup boiling water.
1½ teaspoonfuls salt.
½ teaspoonful baking powder.

Heat a mixing bowl with hot water. Place the lard in the bowl, pouring the half-cup of boiling water over the lard. Beat until it becomes a creamy mass. Sift flour, into which has been placed the baking powder and salt, into the mixture. Mix well and roll thin. This will make two pies.

Two Oatmeal Recipes

The war taught us to use many cereals in cooking which before we had only known as breakfast foods. Oatmeal, however, has long had its place as an all around food. The flavor which it lends to the cookies and the rolls in the following recipes is not unlike that of cocoanut.

Oatmeal Cookies

2 cups oatmeal.
Whites of 2 eggs.
2 level teaspoonfuls baking powder.
1 teaspoonful salt.
1 cup sugar.
1 cup molasses syrup.

Put the oatmeal, salt, and baking powder into a mixing bowl. Add the syrup, then the sugar, mixing thoroughly. Add the well-beaten whites of the eggs, stirring lightly. Drop from a large spoon on buttered tins. Bake in a moderate oven.

Oatmeal Rolls

1½ cups oatmeal.
2 cups boiling water.
½ cup brown sugar.
1 tablespoonful salt.
5 cups flour.
1 yeast cake (dissolved in one-third cup of water).

Put the oatmeal into a large mixing bowl and pour on it the boiling water. Add the sugar and salt. Mix thoroughly and let set until cool. Add the dissolved yeast cake and the flour. Knead until very smooth. Set in a warm place and allow it to rise well. Knead, form into small rolls, and let rise again. Bake in a moderate oven for about half an hour, or until a rich brown.

Hot Biscuits

Often we would like to have hot biscuits for breakfast, but hesitate about making them because of the time and trouble. These biscuits are made with ease and are baked quickly.

1 quart flour.
3 teaspoonfuls baking powder.
1 teaspoonful salt.
⅔ cup shortening.

Sufficient milk to knead this mixture quickly into a stiff dough. Roll out to the thickness of a half-inch. Bake in hot oven 15 to 20 minutes.

MY WISH

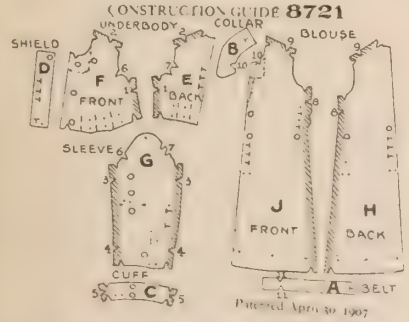
By Edith H. Coplan
Transportation Department

I wish I were a fairy bright
In the Baltimore and Ohio,
Cheering all where'er I 'light;
Then, dancing to and fro,
I'd chase O. G.'s and all glooms freeze,
And then I'd plant some smiles,
'Till they'd spread and o'er the Railroad grow,
Covering endless miles.

A New Blouse Model Straight from Paris Suited to the Abilities of the Amateur Sewer

THE blouse holds a commanding place in the world of style and greater energy is being put into its development this season than ever before. Straight from Paris and adapted to the ability of the home dressmaker is this model, which may be developed in almost any material. It closes at the left shoulder and under the left arm, is trimmed with embroidery and has a neckline which may be finished in square, V-shaped or round effect. The front of the blouse is laid in plaits under the arms, the fulness at the waistline being held in with two narrow belts. Medium size requires 3⅜ yards 36-inch material with one yard ining for under body.

The front and back of the blouse should be laid with the triple "TTT" perforations along the lengthwise fold of material when



cutting, to save seams. If the neckline is changed to make a shield necessary, this is also placed along the lengthwise fold with the collar. Sleeve and belt have the large "O" perforations arranged on a lengthwise thread of the goods.

The line of the neck is regulated in the cutting, as there are small "o" perforations indicating three different styles. In making the underbody, face around the armhole



edges of front and back about three inches deep. Close under-arm and shoulder seams as notched. Turn hem in front, then plait, creasing on slot perforations.

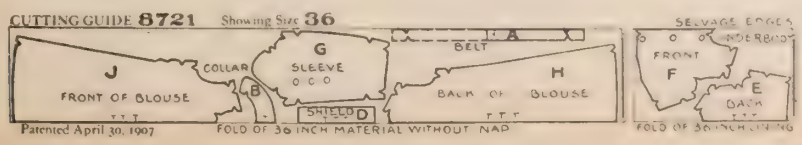
To make the sleeves, plait and stitch as indicated. Leave plait free below the large "O" perforation and finish for closing. Gather sleeve between "T" perforations. Close seam of sleeve as notched. Sew sleeve in armhole of underbody as notched with small "o" perforation at shoulder seam. Bring seam of sleeve to under-arm seam, easing in any fulness between the notches. Hold the sleeve toward you when basting it in the armhole.

Now, take the blouse and plait the front at under-arm edge, placing "T" on the corresponding small "o" perforations above and tack. Close under-arm and shoulder seams as notched, leaving under-arm edges free below the double small "oo" perforation in back section. Leave left shoulder edges free, also the left under-arm edges above the single small "o" perforation in back section. Arrange blouse on underbody with center-fronts and center-backs even and if desired, tack neck edges of backs together. Fold belts through centers and stitch notched edges together. Adjust upper belt, tacking lower edge over large "O" perforations at center-front, center-back and under-arm seam. Adjust lower belt, with lower edge 1⅜ inch below and finish for closing at left side. The embroidery is done in darning stitch.

Pictorial Review BLOUSE No. 8721. Sizes, 34 to 44 inches bust. Price, 30 cents.

SKIRT No. 8728. Sizes 24 to 30 inches waist. Price, 20 cents.

EMBROIDERY No. 12531. Blue or yellow. Price, 15 cents.



Models for Grownups and Youngsters

THE styles to which Fashion has given her endorsement will please women of all tastes. There are extremely simple effects for conservative women, while for those who like fanciful creations there are straightline models upon which one can ring in any number of original ideas. Two features which have been with us so long that they have become as faithful friends, are the tunic and the overblouse. These are emphasized again in dresses styled ahead of the hour. Skirts, as a rule, are straight, and while they remain narrow, they are wide enough for comfort in walking.

Serge and tricotine are the materials most in demand for tailleurs and semi-tailored dresses. They are combined with a number of fabrics and, if the quality of the material is good, a model can be made to look almost as well without trimming as with it. The sleeveless overblouse is going to be an exceedingly fashionable garment during the Spring and Summer. One finds it featured in wash materials as well as the serges and silks. A design which may be carried out in any two fabrics has the rever collar and lower edges of serge, while the back and side fronts are of satin. It is held in with a belt of the serge, of which material the skirt is also made.

The French influence is reflected in black and white effects and there are some charming checks and plaids in these colors. A dress suitable for all-day wear is in black and white flannel, the skirt trimmed with a straight gathered tunic stitched about the lower edge with a band of black silk braid. There is a belt of self-material, cut on the bias and the blouse, which fastens in surplice fashion, has short sleeves finished with turn-back cuffs.

Black serge is demanding a prominent place in the styles of Spring and Summer and the compromise which it has to offer to advocates of brilliant colors are trimmings of yellow, wintergreen and henna satin. These embellishments appear in the form of pipings about the neck and sleeves and on the belt. One delightful design has a skirt trimmed with a tunic which is divided at each side and stitched with deep straight bands to simulate tucks. Not only are the neck, sleeves and belt outlined with pipings of yellow satin, but the buttons are of the same trimming.

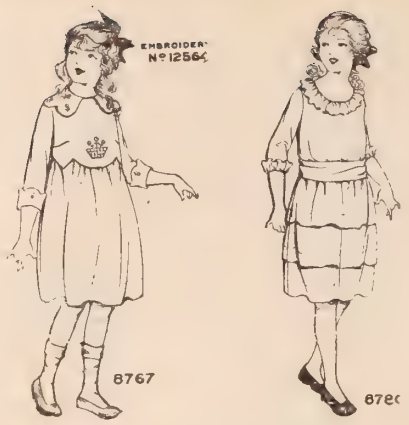


Another pretty model for a black or dark blue serge shows a sunburst skirt with plain bodice out in points reaching well down on the hips. The neck is round and the sleeves long in this instance, and through bound buttonholes at the normal waistline is drawn a soft sash of wintergreen tricolette hanging in fringed ends at the sides. With this is worn a fetching turban of wintergreen straw with velvet brim and jade eartabs.

An interesting sidelight on the trend of fashion is to the effect that by the end of Summer there will be some decided changes in the silhouette. They will not affect the straight line, however. It is predicted that the number of distended hiplines will be decreased, side draperies going toward the back in much the same effect as the bustle of a few years ago. Just what comfort followers of fashion will be able to extract from this prediction remains to be seen, but taffeta will be the vehicle through which the mode will find its best expression, its quality of crispness rendering it suitable to a degree.

A little dress that is sure to attract attention among the advance styles is done in taupe crepe de chine and trimmed only with accordion plaited frills of self-material stitched about the neck and short sleeves under bands of self-colored velvet ribbon. The skirt is gathered and tucked under at the lower edge, the simple blouse being joined to it under a belt of taupe crepe.

LADIES DRESS NO. 8744. Six sizes, 34 to 44 bust. Width at lower edge about 1½ yard. As illustrated in first view, size 36 requires 4⅜ yards 36-inch material. Price, 25 cents.



LADIES' DRESS NO. 8749. Eight sizes, 34 to 48 bust. Width at lower edge about 1⅜ yard. As illustrated in large view, size 36 requires 6 yards 36-inch material, ⅞ yard 36-inch lining for underbody. Price, 25 cents.

MISSES' DRESS NO. 8812. Four sizes, 14 to 20 years. Width at lower edge about 1½ yard. As illustrated in large view, size 16 requires 4¾ yards 36-inch material. Price, 25 cents.

MISSES' DRESS NO. 8816. Four sizes, 14 to 20 years. Width at lower edge about 1½ yard. Size 16 requires 4⅜ yards 36-inch material, ¾ yard 36-inch lining for underbody. Price, 25 cents.

LADIES' ONE-PIECE DRESS NO. 8758. Eight sizes, 34 to 48 bust. Width at lower edge about 1½ yard. Size 36 requires 4⅜ yards, 36-inch material. Price, 25 cents.

LADIES' DRESS NO. 8834. Eight sizes, 34 to 48 bust. Width at lower edge about 1½ yard. Size 36 requires 4 yards 36-inch material, 1 yard 36-inch contrasting material, ⅞ yard 36-inch lining for underbody. Price, 25 cents.

MISSES' DRESS NO. 8771. Four sizes, 14 to 20 years. Width at lower edge about 1½ yard. As illustrated in large view, size 16 requires 4 yards 36-inch material, ¾ yard 36-inch lining for underbody. Price, 25 cents.

GIRLS' AND JUNIORS' DRESS NO. 8780. Four sizes, 8 to 14 years. Size 12 requires 4 yards 36-inch material. Price, 20 cents.

CHILD'S ONE-PIECE SLIP-ON DRESS NO. 8354. Four sizes, 1 to 4 years. Size 4 requires 1⅞ yard 36-inch material, 1¾ yard ribbon 2 inches wide for sash. Price, 20 cents.

JUNIORS' DRESS NO. 8770. Three sizes, 13 to 17 years. Size 13 requires 3¼ yard 36-inch material, ¾ yard lining. Price, 25 cents.





WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mount Royal Station."

Try our pattern service—five days from day you mail order to day you get pattern.

Name.....

Address.....

Size.....

Send pattern number.....



ROLL OF HONOR

Baltimore Division

On February 20, as extra east, engine 4522, was a short distance east of Van Bibber, Conductor A. P. Offutt noticed fire flying from under train. Train was stopped by applying air from the rear. Examination of train disclosed a broken arch bar on truck of Baltimore and Ohio 95185. Conductor Offutt has been commended for his close supervision of equipment in his charge. In this case Conductor Offutt prevented the occurrence of a more serious derailment.

As No. 97, engine 4116, passed Frederick Junction on March 6, Operator C. A. Remsberg observed roof off of a car in train. He succeeded in having the train stopped. Front Brakeman J. H. Peters with No. 97 flagged No. 408 at Doubs. Cooperation on the part of Mr. Remsberg and Mr. Peters prevented damage or injury which might have occurred. Both have been commended.

Conductor C. H. Shipley, running on train No. 5, has been commended for courtesy shown passenger while riding on that train on March 8. We trust the patron will enjoy further trips on "Our Line."

Brakeman A. G. Crummitt has received commendatory notation on his record for discovery of broken flange under car while switching at Gaither, Md., March 19, extra east, engine 4547.

On April 2, Agent H. H. King at Gapland, Md., observed C. M. & St. P. No. 28524 in train of extra east, engines 1285 and 1345, with both center sills broken. Conductor was notified and car set out of train. Mr. King has been commended.

BALTIMORE, MD., March 24, 1920.

C. E. ORNDORF, Operator,
Care H. E. Hartman,
Philadelphia, Pa.

Dear Sir—I have been advised that on March 16 you were instrumental in stopping extra west engine 4088 at Chester, notifying them that they had a car with a broken flange in their train. Although the train wire was in trouble you made an extra effort to get hold of Chester on the telephone. I commend you for your action on this occasion.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

BALTIMORE, MD., March 25, 1920.

J. F. ELSTE, Operator,
Poplar, Md.

Dear Sir—It has been called to my attention that on March 4 you observed car with broken arch bar in train of extra east 4069 when passing Poplar. You flagged this train and the defective car was set off. Your prompt action undoubtedly prevented an accident, and I commend you for your action on this occasion. Suitable notation will be made on your service record.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

Cumberland Division

On March 14, Conductor M. A. Newman, with extra 7109 east, going back to flag near pump house west of Piedmont, noted broken rail east of Bloomington Bridge. He informed Operator at Piedmont by telephone. Trackmen were called and rail repaired.

While extra 7124 west was passing Side Cut just west of Strickers on the morning of March 12, about 9.25 a. m., Brakeman J. C. Welling observed two large rocks lying in the middle of No. 2 track. He had train stopped and stones, which had fallen from the bank, removed.

Keyser Division

Extra east 7116, Conductor Arnold, March 22, Newburg grade just west of Hiorra Station, R. S. Fromhart, running helper engine 7045, noticed about one foot broken out of rail on eastbound main track. No. 2 was overdue. Engineer Fromhart told Fireman B. C. Hinkston to get off, run back and flag No. 2, which was coming in sight at Brams curve. Fireman Hinkston ran back and stopped train No. 2. Engineman Fromhart stopped train he was helping east of Hiorra and told Conductor Arnold, who went back where rail was broken. Engineer W. W. Davis on train No. 2 and Conductor Arnold, after examining track and finding piece that was broken out of rail and fitting it back in track, got train No. 2 over damaged track with little delay. Note was thrown off to track men at 83 fill, who repaired rail at once and report was made to West End. J. Burk found broken rail. All interested are commended.

Pittsburgh Division

Engineer C. F. Harvey, while coming west from Connellsville on March 22, noticed that the hill was slipping at Reduction. He immediately went to West Newton and 'phoned the Dispatcher, thereby averting accident. Mr. Harvey is commended for his prompt action in this case.

Found by P. H. Handel, car inspector, in Glenwood transportation yard on March 10, C. N. J. car 84247 having a wheel cracked through its entire diameter and deep enough to show entirely across tread of wheel. This discovery indicates the class of inspection rendered by Mr. Handle, who is among our best. The car was in train coming in off the P. & W. branch and Mr. Handle's finding this defect no doubt averted a serious accident.

Monongah Division

On March 14, while Car Repairman R. M. Satterfield was on his way home from work, he discovered 24 inches of cap of rail broken off on bridge that crosses the Monongahela River at Hoult, W. Va., near Fairmont. This happened shortly before arrival of No. 68. Mr. Satterfield notified Operator, who had train stopped, and repairs were made to track. Mr. Satterfield's prompt action probably prevented an accident, as this is a high bridge. Mr. Satterfield has been commended for his promptness and suitable entry will be made on his service record.

On March 15 Extra Operator C. M. Hill, while on his way from the office at Hammond, found broken rail on eastbound track about three rail lengths east of tool house at Valley Falls. He immediately notified Track Foreman A. E. Shaffer and repairs were made to track. Appropriate entry will be made on Mr. Hill's service record.

New Castle Division

A. J. Mace, lampman, Kent, Ohio, on March 1 noticed brake beam down on car in train of extra 4214. Operator was notified and as a result train crew were made aware of this condition so that repairs could be made. Mr. Mace received the usual commendatory letter from Superintendent Stevens and in addition to this, suitable entry was formulated for placing on his service record.

F. R. Gault, signal repairman, Lodi, Ohio, on March 5 discovered broken truck on car in train of extra 4098. This condition was reported to the Operator, who in turn notified the train crew, and car was set off before any damage occurred. For his close observance of dangerous conditions and interest displayed in connection with his duties, Mr. Gault has been commended by the Superintendent. Entry will also be made on his service record.

M. W. Herrick, pumper, Burton, Ohio, on March 8, while on duty, discovered two broken rails in main track west of Burton. This situation was brought to the attention of the Agent for the protection of train movement and section men were secured to make repairs. The discovery of this condition undoubtedly prevented an accident. Mr. Herrick has received the letter of commendation from the Superintendent, and entry will be placed on his record.

C. F. Delong, track foreman, Hereford, Ohio, on March 16 signalled a passing train that there appeared something wrong with car in the train. After crew had made stop inspection developed brake beam dragging. Repairs were made. Mr. Delong has been commended for his observance of this condition and entry will also be made on his record.

Newark Division

On March 21, Brakeman C. D. Pearson, while off duty, discovered a broken rail just west of Shelby, Ohio. He took prompt action to notify the Section Foreman and Supervisor, protecting the location until repairs could be made. He has been commended and merit entry has been placed on his record.

Cleveland Division

CLEVELAND, OHIO, March 24, 1920.

O. P. WILSON, Yard Conductor,
Akron, Ohio.

Dear Sir—My attention has been called to the fact that on March 20, while you were working west end of hill yard, Akron Junction, you found a badly broken rail on westbound main track and reported it immediately. Also understand that it was necessary to reverse No. 9 from "BD" Tower to Akron Junction, on account of rail not being safe for No. 9 to run over. I assure you that I appreciate the interest

you are taking in your work and hope that it will continue. Am forwarding copy of this letter to the Employment Bureau to prepare entry.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

On March 22, at 10.35 a. m., while train of 1st 83, engine 4046, was passing Freeport Passenger Depot, Extra Gang Timekeeper Harry Bierie noticed 12 inches of flange broken off of lead wheel on rear truck of Baltimore and Ohio 225057. He immediately got on caboose and notified Conductor, who set car off. He has been commended for his prompt action and interest shown in his work.

On March 23, Agent Frank McCormack, Brooklyn, Ohio, flagged passenger train No. 31 because of broken rail. He has been commended for thus averting an accident.

Chicago Division

J. K. Clemens, third trick operator at Alida, has been commended for his care and watchfuness in observing bad condition on engine 4316 west. Through his efforts the train was stopped and condition remedied, possibly preventing an accident.

F. M. Thornton, first trick operator at St. Joe, has received a letter of commendation from the Superintendent for finding a broken rail and protecting trains until repairs could be made.

Ohio Division

On March 1, Engineer E. O. Brown, while in charge of yard engine 1500, switching in the vicinity of oil house at Chillicothe, discovered blaze in oil house. He went immediately to the scene of fire and turned on steam jet, which was the only available means of extinguishing the fire, and then turned in the alarm for shop fire department. His immediate action and interest no doubt prevented total destruction of oil house, as well as possible damage to other property. He has been commended.

Indiana Division

On April 5, James Long, switchman, North Vernon Yard, when switching B. L. E. 9964, discovered broken arch bar on this car, and had it placed on repair track where necessary repairs were made by applying a new arch bar. The close observation of this Switchman is commendable and appropriate entry will be made on his service record.

On March 24, when 1st 94, in charge of Conductor A. Hodapp, was passing "CE" Cabin, Perry Kerr, operator, noticed brake beam down on P. F. E. 15247, and communicated fact to the crew. Train was stopped at Culloms and brake beam removed. This, no doubt, averted derailment and appropriate entry has been made on Mr. Kerr's record.

On March 6, Operator T. R. Scoopmire, working at Nebraska, discovered rail broken in main track near Kirschners, pole 50-30. Matter was promptly reported and section men notified and repairs made. The close observance of Operator Scoopmire is commendable and appropriate notation will be entered on his record.

At 5.10 p. m., March 29, when Agent J. V. Huffington, Holton, was off duty, he noticed westbound block at east end of Holton passing track, also block at west end passing track, standing red. He immediately reported same to Dispatcher's office, and thus enabled prompt action in notifying Maintainer and preventing delay to trains. The interest manifested by Agent Huffington in returning to office shortly after this time is commendable. Appropriate entry will be made on his record.

At Hayden, February 26, Conductor O. Hartman, in charge of extra 2653-2672, was in siding for extra 2695 west. As the latter train passed, Conductor Hartman discovered brakes sticking about middle of train. He at once communicated signal to westbound extra. Train was stopped at west switch at Hayden, and it was found that brake shoes were hot. This would probably have caused trouble before train had reached Seymour. The close inspection of train by Conductor Hartman is commendable, and appropriate entry has been made on his service record.

On April 3, Lee Chaille, bridge carpenter, while working on bridge 71-36, "Muscatatuck," noticed brake beam down on extra 2924 west, about 8 cars from engine. He notified Conductor, who took brake beam off at North Vernon, possibly preventing an accident. Mr. Chaille has been commended for his close observance and interest displayed on behalf of the Company. Appropriate entry will be made on his service record.

Toledo Division

CINCINNATI, March 22, 1920.

C. C. CASON, Car Repairer,
Storrs, Ohio.

Dear Sir—On March 19 my attention was directed to G. A. T. X. car 13453, a tank car of gasoline, which had been found at Brighton New Yard by a number of employes, leaking very badly at drip pan pipe, and necessitating immediate action to prevent loss of contents. Your prompt action in removing your jumper and forcing same in the valve to stop the flow of the gasoline is very commendable and I want, in this way, to convey to you my personal gratitude. I am glad to know that we have men of your calibre in the Terminals who have the interest of the Company in their work.

Thanking you, I am

Sincerely yours,
(Signed) J. H. MEYERS,
Superintendent of Terminals.

Ticket Clerk R. A. Thompson at Middletown observed brake beam down on P. R. R. 27111 in passing extra north 4181. By prompt action he succeeded in having train stopped at Carlisle, where trouble was corrected before accident occurred. Mr. Thompson has been commended for his observation.

Second trick operator at Miamisburg observed brake beam down on car in extra 4552 north. He succeeded in flagging train and brake beam was removed, thus preventing possible accident. He has been commended for his observation.

Third trick operator at Cairo discovered brake beam down on west side of Baltimore and Ohio 135453 while train was pulling by office. He notified crew, train was stopped and brake beam removed, thus preventing possible accident. His action has been commended.

Not 'Appily

Minister: "But Hooligan, can't you live with your wife without fighting?"

Hooligan: "No, sir, I can't. Leastways not 'appily."—London *Opinion.*

THE AMERICAN'S CREED

I BELIEVE in the United States of America as the government of the people, by the people, for the people; whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign nation of many sovereign states; a perfect union, one and inseparable; established upon those just principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes. I therefore believe it is my duty to my country to love it; to support its constitution; to obey its laws; to respect its flag; and to defend it against all enemies.





Among Ourselves

BALTIMORE AND OHIO BUILDING

Office of Vice-President—Maintenance and Operation

Correspondent H. H. HARTLOVE
Chief Graphic Clerk

Walter Spurrier has been transferred to the Traffic Department as secretary to Mr. Fries. W. L. Fowler has taken Walter's place in our office.

M. J. Hitchcock is now secretary to W. W. Wood.

Our "Billy" Doughaday leaves for the General Freight Department but still retains his membership in several musical organizations—the Baltimore Opera Society and the Baltimore and Ohio Glee Club. Music charms the savage breast; so civilization will now take an upward spurt. On with the song! Hark to the roar of lions!

Miss Rawlings passes from the Pass Bureau to the General Claim Agent's office. Put in your claims, fellers! The members of the Pass Bureau send best wishes for your continuous progress, Miss Martha, and so do I. Miss Albert takes Miss Rawlings' place in the Pass Bureau.

If you want to know something about something, ask Miss Mercer. Ah, ha!

George Sturmer was elected honorary member of the Pittsburgh Division Veterans' Association and was to make a welfare speech at Hazelwood, Pa., on April 12. By the time you get this MAGAZINE his speech will be finished. Woof! Woof! P. S.—Mr. Sturmer's bunion is doing well as can be expected.

Miss Virginia Smith solves the high cost of living problem by moving to Relay to join the vast employes' colony stationed there. Order your eggs early so the hens will not be compelled to "Relay" any.

Elmer Ruddy will try out as pitcher on the Maryland Swimming Club's team in the Inter-Club League. Elmer is highly qualified for this position as he was No. 1 man on their tennis team recently.

VERY PROBLEMATICAL QUESTION! What connection has swimming and tennis with baseball? To the exact solver of this problem will be given a solid silver ivory mounted tooth pick. Solvers are limited to 8,000 words and answers must be in my hands by April 1, 1920.

ADVERTISING SECTION: For Sale—R. P. Mackenzie offers a first class tennis racquet as he will not have daylight enough this year for following this elusive sport, owing to the change of policy (and of heart) of the Daylight Saving Commission.

Lost—Alfred Wieneke became disattached from his gold banded fountain pen recently and had to write numerous letters to his best girl in pencil.

Found—Frank Hermann strolled into Room 508 more recently and returned the above Alfred's aforesaid gold banded fountain pen, which "mightier than the sword" article he had borrowed surreptitiously* to finish his voluminous correspondence.

In conclusion let us all congratulate T. M. Bohanon—the reason is obvious!

"Steamboat Doc." His arrangements make one dipply! Hark ye! Anyone desiring to travel southward soonly will please consult Dr. Feezer, our steamboat agent extraordinaire. As it took him about three weeks to arrange a trip to Pensacola, Florida, for a pal of his'n, all folks wishing to travel by boat to Highlandtown, Md., should give "Steamboat Doc" ample time—say about one month for the preparatory ceremony, and implore the telephone company to keep all wires open.

* Foot Note.—Surreptitiously is used only in the sense of unauthorizedly and is not supposed to convey any other meaning.

Offices of General Manager and Superintendent Motive Power

Correspondent G. F. ZIMMERMAN

T. J. O'Connell is now stenographer, vice Miss Helen G. Guilford.

Am reminded of the numerous trips recently by our friend Mr. Healy to New York City, which leads me to believe there is quite an attraction at that end of the line. It's all right, "Charlie," but don't forget to come back to Baltimore in time for work on Monday morning.

Law Department

Correspondent, GEORGE W. HAULENBEEK

The Income Tax

This paragraph is not intended as a dissertation on the enormity of the income tax, but as a reference to my observations during the period in which returns were made. I never knew before there were so many young ladies in our big Baltimore and Ohio building; so many patriotic girls, so many bright and well behaved maidens. I had no trouble in having them sign in the proper place on their tax returns. It was the men, mainly, who persisted in signing on the wrong line; but the girls—well they were just *au fait* in every particular.

My income tax week was strenuous indeed. It was a week freighted with generous financial results. If I had resolved to devote my income during that week to foreign missions, every native of Senegambia and the benighted Congo region could have revelled in a brand new red flannel shirt and a resplendent wrist watch. With every deposit in the Relief Savings Fund of the accumulations, my friend Parkin Scott Browne, the receiving teller, was courteous and polite as usual, and my visits did not disturb his equanimity in the slightest; indeed I was made doubly welcome.

Charles W. Galloway

I am glad Mr. Galloway received his deserved promotion. In my address book I have made this note—

Charles W. Galloway, promoted Vice-President in Charge of Operation and Maintenance, March 1, 1920. Began as Messenger Boy in August, 1883.

This promotion I comment on, specially, because I have followed this gentleman's career since he entered our service, and if I can get our messenger lads interested to the extent of taking Mr. Galloway as a guide, I will feel that I have accomplished something.

There is a trolley car conductor on the 1700 line who always calls out "Baltimore and Ohio station," when his car crosses Mt. Royal Avenue. He is the only one who does it.

There is a trainman on the Reading Railway who, when his train approaches Wayne Junction and when calling out the changes to be made at that point, adds in a clear, distinct and rather stentorian tone, "and all points on the Baltimore and Ohio." He is also a man after my own heart.

One of the clerks in the Law Department, who is full of optimism, always declares to the young gentlemen of the building elevators on inclement days that the sun will shine before the day is over. This is the verse he quotes—

"This critical world is a pretty good place
If you take all your woes with the right
kind of grace,
And learn to find good in your sorrow and
pain,
And to watch for the sunshine that follows
the rain."

Misfortunes never come singly, we have now lost one of our very best stenographers in the person of Melville Gemmill. He has taken the position of secretary for W. F. Richardson, general freight agent. Mr. Gemmill has been in the Law Department for some little time. He served on the other side and made a good record. On his return from rainy France he settled down in his old place in the Law Department, and just as we were fully appreciating him, left for his new position. In filling the vacancy we ought to have some one equally as good as Mr. Gemmill, if that were possible. If a woman, a high school girl, but better still, a Goucher graduate. Nothing is too good for the Law Department.

Car Service Department

Correspondent, GRACE PLACEDE BERGHOFF

One tranquil afternoon our Mildred and Henry (frequently referred to as Romeo and Juliet) were busy getting rid of some dead leaves. Henry, being an artist and



Henry (Our Artist)

knowing something about most everything naturally drifted in the direction of Dryad, and, characteristic of one living within another world, was oblivious to his environment when he was startled by the melodious voice of his sweetheart as she gracefully approached the conflagration, saying:

"My dear, look!"

The angry fire had burnt the hedge and part of the hennery, causing a premature hatch. They were about to call the Fire Department of Arlington. However, Juliet immediately organized a bucket brigade and the fire was soon extinguished. After the excitement was over and Henry was affectionately admonished, the two sauntered toward the woodland, arm in arm, watching the long, sharp and stately shadows gradually disappear.

The races are on! And Cupid played lucky "600." Valetta Galloway and Grace Erdman are wearing the laurels. Our best wishes followed along with silver teaspoons.

A Tip

"Charlie" Bayn and "Joe" Neukum are about to head the next race. "Buck" is seething over with joy, making everybody think Victoria has said "Yes," while "Joby" is visiting all of the good furniture houses.

The accompanying picture shows our little "Shorty" wearing his new hand-painted tie. He has been elected to a higher office in the Warpoose Club.



(See above note)

With the awakening of Spring, when the atmosphere was crisp and balmy, "Mack" and Lillian, George W. and "Cally" strolled in the beautiful Blue Ridge Mountains and spent part of the time with little Eva at the Summit. With them they brought back the glad news that she is rapidly improving. And some pictures, too!

J. H. Bell, one of our genial traveling car agents, has returned to the service after a furlough to the Eastern Freight Inspection Bureau as General Car Inspector.

Pauline Foster has returned to her duties after an operation for appendicitis. She will ever have pleasant reminiscences of the roses and carnations which filled her sick room with fragrance.

The writer was handed a clipping recently showing the names of the Baltimore and Ohio Car Service Department baseball team. This aggregation of youngsters is anxious to go to the mat with all uniformed comers. The manager of this superlative composition of athletes is J. J. Neukum, Esq., who is emphatic in that all comers must wear uniforms. "Joe," as he is known from the first to the thirteenth floor of the Baltimore and Ohio Building, is a rooter from way back, and when on the coaching line at a critical moment he can coach with such pep to the square inch as to make the illustrious "Hughey" Jennings look like a piker.

There are 22 players in all. The writer has not the space to eulogize each player, but with some practice and the pretty girls of this office to inspire them, they should pound the leather all over the garden. And when the foliage is beginning to change its complexion and the atmosphere becomes a tonic, we hope they will not only carry off the olive branch of peace but that they will win the championship.

Office of General Freight Claim Agent

Correspondent, Miss E. T. Murray

We are glad to have with us again J. H. Eisenreich, of the Loss and Damage Division, who was confined to his home for six weeks with bronchial pneumonia and neuritis. Here's hoping for a continued improvement.

A wedding of interest to the employes of our office took place on Wednesday, March 24, at 4 o'clock, at Babcock Memorial Church, when Miss Helen E. Paulus, formerly of the Loss and Damage Division, became the bride of Russell D. Welsh, of Pittsburgh. Immediately after the ceremony the couple left for Jacksonville, Fla., and points south. Upon their return they will reside in Pittsburgh, where the groom is engaged in business. Our congratulations and very best wishes for a long and happy married life!

We note that one of our investigators has purchased a Ford of the vintage of 1910 and that various adventurous trips are taken in same. We have heard of one down in Glenburnie in which "C" was accompanied by a little dame. Apparently the car misbehaved, for both found themselves stuck in the mud before they had proceeded very far. Since then we have heard that "C" spent considerable time at an auto school learning the intricacies of the management of a Ford and that now he is a skilled chauffeur. We must say, however, that, being strong for "Safety First," we would prefer walking to entrusting ourselves to his care.

It doesn't matter much, after all, whether you go through life in a limousine or a jitney bus—it's what you have the eyes to see and the heart to enjoy along the way that makes the journey worth while.

Knockers, naggers and bluffers belong to the same lodge and they meet in continuous session. They have no friends, their dues are high and there are no death benefits. Who would volunteer to be a member?

"SMILE"—IT DOESN'T COST A RED.

Meet little Miss Margaret Talbott Travers in the accompanying picture, daughter of G. N. Travers of the O. S. & D. Division. Margaret is 9 months old and weighs 30 pounds and her "dad" is just about the proudest father in the Baltimore and Ohio Building.

Concert Given by the General Freight Claim Department

"How Dry I Am." Male chorus—leader, W. C. Bowhay; assistant, J. E. Tyson.

"The Wild, Wild Women." "Bob" Townsend, assisted by J. C. Roberts. Encore number, "I Love the Ladies; They're All Sweeties to Me."

"Lonesome for You, That's All." Miss S. P. McKee. (One day when "B" didn't appear on the scene.)



Margaret Talbott Travers

"My Heart is My Home." J. M. Wheeler.

"Take Me to that Land of Jazz." Miss Edna Foster.

"I Hear You Calling Me." Miss S. Morris. (Another bulletin or circular to be run off.)

"Tell Me" (why everybody appears at 8.30 nowadays). W. F. Aro.

"Till We Meet Again" (after she leaves him on Childs' corner at 8.15 a. m.). Miss N. V. Moler.

"It was my Last Cigar." By Male Quartette ? ? ? ? (Not while J. W. Schumacher is around.)

"PAY DAY." Complete chorus, 200 voices, male and female.

Relief Department

Correspondent, H. Irving Martin

We are all glad to learn that Mrs. William M. Kennedy, wife of our Assistant Superintendent, is recovering her strength at her home after some weeks spent at the University Hospital.

Charles Comegys is about to return to us from the hospital after a short stay. We have missed his contagious smile and his cheery "all right."

"Brer" Parkin Scott is thinking of entering his collection of old-time photos in the "Beauty Show" contest. Some of the boys don't recognize their faces when they look at themselves in these pictures.

If Ariel would again propound his query: "Where, oh, where, can all this music be?" and would visit the homes of John Jaecklein and C. C. Lloyd, he would have no trouble in locating the source or sources of the sounds that charm the ear. One with a saxaphone, and one with a banjo; both together probably laying low to make a Friday night debut. Eh, what?

"Sam" Griest tells us that his wife is recovering slowly. We are glad to hear it, but we have been wondering how "Sam" makes good on the "eats" without Mrs. G. on the job of supervising the cuisine. Some "eats" there when she is watching that end. We tasted them at Relay in the days when the Relief Department was anchored on the banks of the Patapsco. The memory lingers. The boys used to say that the "Griest" brand of soup was even better than that which mother used to make.



J. Ernest Buckheimer, Jr.
Three months old son of J. E. Buckheimer, Relief Department

We have not previously recorded the existence of J. Ernest Buckheimer, Jr., but he is here and speaks for himself. He is a live, healthy chap and does everything except talk understandable English; however, he'll grow.

Elmer Wright presents his daughter, Irma, on this page. She is not "The Goose Girl" of the movie world, but a youngster who takes interest in the poultry side of the home farm and garden. Look out, you Freight Claim picture people; we are close on your heels when it comes to pictures of good-looking children.

H. Webster Erdman, whose likeness we also reproduce, entered the service of the department at Relay in the Spring days of 1900, and is now sitting on the threshold of the office of the Secretary of the Veterans' Association waiting for the time clock to record the finish of the 20 years of service that will qualify him for membership among "The Immortals." Webster isn't on the ball team now but keeps himself in condition by working on the lawn and by barbering the hedge. When you are out on Woodland Avenue look him up and get a view of that new roof and fresh paint.

"Willie" Schuppner has left an "aching void" in our memory which only time can heal. Luck to you, William, in your new job. If you are only as conscientious and faithful in your new work as you were here, nothing can check your upward climb.

"Uncle Charlie" Pence (medical examiner at Philadelphia) reports that he is still interested in *farming*. Some day he will be known at the "Cote House" as the leading scientific farmer of the district. Sheep raising should be his money maker and we believe that he should devote all of his spare time to this phase of the stock-raising question.

Engineering Department

Correspondent, OSWALD EDEN

The Editor regrets that the notes submitted by Mr. Eden for this issue have unfortunately been lost. This is particularly regretted because of the regularity with which the correspondent for this department contributes his monthly items, and we apologize.

—Editor.

Printing Department

Correspondent, M. J. CONROY

Rush! There is a word we have met up with quite a good deal in our time and have always had a desire to have its meaning made clear. So I took down my trusty dictionary and drank in with avidity, as it were, this definition: 1—To drive, push, or perform with violent haste; 2—To move with tumultuous haste or violence. From the Anglo-Saxon "hriscan," to make a noise; from the the German "rauschen," rush. Well, it is very plain that the German warriors now know that the boys in khaki knew what "rauschen" meant and consequently "moved with tumultuous haste" is quite clear and convincing. But we haven't been able to find a satisfactory explanation of the different degrees of relationship between a "Plain Rush," a "Big Rush," and a "Special Rush." My trusty friend John Hilleary came to the rescue with about as good a solution as could be found anywhere. He said they bear the same degree of relationship one to the other as the word "good" does according to the rules of grammar in "good, gooder and goodest." That is, they look different and have a different sound, but they don't mean anything. Just like the rain drops that patter on the roof—just a noise and nothing more.

Article Ten of the Fourteen Domestic Peace Points is still before the members of this chapel for solution. Not much progress can be reported, as no compromise will be accepted. So it looks as though a state of war will still continue to exist despite the efforts of our chairman to bring the matter to a happy ending. The following are the sections that have caused much thought and long debate: (*a*) Flat irons, rolling pins and other instruments of warfare shall be junked. (*b*) Relatives shall not be invited except by mutual consent of both powers. (*c*) The old man shall not hold out two bits on the 6th and the 21st and claim that he lost them. (*d*) Ports of entry shall be free—the wife shall not lock the front door and all the windows when the husband is out late. Then something happened and the meeting broke up in great confusion. George Beecher arose and said: "Mr. Chairman, will the mourners be allowed to pass the bier at a funeral?"

We bade "good-bye" in April to our quiet and efficient little stenographer, Miss Sarah Dorsey, who left us for other fields of endeavor, and extend a cordial greeting to her successor, Miss Lena Rosenthal.



Irma L.,
Daughter of Elmer P. Wright, Relief Department

Two of the six best cellars:

George Yeager has five tons of coal stored away. Come on, Winter!

"Gus" Reuter has several hundred bottles of home-made brew with a "kick" in it. In fact he believes they must contain an extra "kick" because when he opened one the contents hit the ceiling. Too many raisins, "Gus."

Hail and Farewell

A real surprise was handed the members of this chapel on Thursday, April 15, as the day was slowly drawing to a close, in the form of the following announcement:

"Effective April 16, L. B. Frey is appointed Foreman, vice S. J. Girvin, resigned. I ask of you, one and all, your loyal support (and I feel sure it will be given) towards making his foremanship a successful one, and I feel sure he will be fair and just to all.

GEORGE R. LEILICH, *Manager*."

A few days after the above appointment was announced, the Lord placed additional responsibility upon Mr. Frey's shoulders by presenting him with a little bit of heaven in the person of a baby girl. Congratulations!



H. W. Erdman, Relief Department



Hazel R. Hanson

The accompanying picture is of Miss Hazel R. Hanson, the bright little daughter of James P. Hanson, of the Printing Department. Miss Hazel is very musical and helps brighten the home with her selections on the piano.

Purchasing Department

Correspondent, S. J. O'Neil

The accompanying photograph is of Authur Laupus, the 14 year old son of C. J. Laupus, accountant in the Lumber Agent's office. Authur is in the eighth grade, and will enter the Baltimore Polytechnic Institute next fall.

Telegraph Department

Correspondent, Della M. Hain

We compliment the Mt. Royal baseball clique on having a diamond on which to practice during lunch time. However, as such facility isn't to be had at Camden Station, our sportsmen have taken to shooting rabbits. Yes, we know rabbits aren't in season, but this poor animal came from the haunts of a ten cent store. It was unanimously agreed that there was only one sharpshooter in the party, as the rabbit was lucky enough to be hit only once.

Don't "forget to remember" that by calling by number our telephone operators are enabled to give much more efficient service.

Farmers are in abundance around here—at least we presume that the fertilizer which has been bought in wholesale quantities means business. We expect that in the fall we can go out to Bishop's to a corn huskin' party.

Position isn't everything in this life. When Supervisor of Time Service Donnelly curls up in his office chair we wonder if he is double jointed or—oh, you know, we just wonder *how* he does it; but, come to think of it, we might ask him.

On Sunday, March 28, a severe wind storm, reaching the proportions of a cyclone, blew down a large number of our telegraph poles on the Chicago Division. We are glad to say, however, that wire service was quickly restored.

Mr. J. S. Calvert, superintendent, Philadelphia, and Mr. W. W. Olheiser, district plant superintendent, Pittsburgh, two Western Union officials, recently visited this office on business.

And talking about gardens, etc., in the summer time, John E. Spurrier has been weeding all winter. He weeds wordy messages, carelessly written messages, messages without symbols, and messages in which code words should be used. His garden of properly written messages is growing, and the discarded weeds are proving to be less each succeeding month. This shows that the zeal of our gardener is bringing the results anticipated.

When the second baseman of the Chicago team, in the Riverside Y. M. C. A. Membership Campaign, Miss Della Hain, went to the bat, the umpire called the game because she was clad in other than the regular uniform. He said that if Della, in harem skirt, struck a four bagger, she could not complete the run around the diamond before dark. So they called in a pinch hitter by the name of Donnelly, who took her place and brought in four home runs.

Transportation Department

Correspondent J. B. Egerton

Our office can certainly boast of a porter who is a live wire when it comes to soliciting business for the Railroad. Six traffic men, representing various automobile concerns, came into the office one day and, while waiting for some information, casually



Arthur Laupus

remarked to our porter, George Swan, that they intended proceeding on their journey via a competiting line. George suggested their taking our No. 6, saying that he could easily arrange to have their baggage transferred from Union Station to Mt. Royal. Being convinced that this was the better route and that it gave them a longer time in Baltimore, these gentlemen readily assented and the change was made to the satisfaction of all. This is but an example of the many suggestions of this kind that George gives to daily visitors at the office. Good work, George!

When you see tombstones on the file desk do not become alarmed. It simply means that the file clerks take stock of their resources and make good use of everything. Acting upon the suggestions of a fellow worker they asked Mr. Loeblein to secure for them some chips from tombstones to be used as paper weights. No, George did not have to rob the cemetery; his father is of the firm of Loeblein Brothers Marble and Granite Works.

Employes of the Transportation Department:

Your former File Clerk and Correspondent wishes to express her gratefulness to each of her old friends and fellow-workers, both in the Transportation and Car Service Departments, for their many kindnesses to her during her recent illness. She thanks you for the beautiful gifts of fruit and flowers, for the sympathetic letters and cheer-up cards, for the handsome box of stationery, and, most of all, for the greatest of gifts—your prayers for her recovery. To have worked among those the strength of whose friendship, through prayer, is able to recall to life one who stands on the brink of eternity, is a privilege which few may enjoy. Because this blessing has been granted her, it will ever be remembered and appreciated by

"Aunt Mary."

Owing to the delay in obtaining the photograph of our deceased fellow-worker, Michael Joseph Shea, we are a little late in telling of his sudden death, which occurred on February 18. "Major," as he was known to us all, was born on December 22, 1856. He entered the service of the Baltimore and Ohio in April, 1898, as clerk in the Agent's office at Locust Point. He came to the Transportation Department as clerk in July of the same year. "Major" was a familiar figure about the office and was well thought of by all who knew him. Shakespeare says "The evil that men do lives after them; the good is oft interred with their bones." Not so with "Major"; he will ever be remembered by our clerks because of his pleasant smiles and the little witticisms that he had for everybody.

Valuation Department

Correspondent, G. B. Saumenig
Accountant

We are all pleased to note the recovery of Mrs. G. W. White, Jr., wife of our historian.

C. M. Wilkinson, assistant engineer, visited the office several days ago. We hope it will not be long before he returns to work.

The Secretary to the Valuation Engineer, who is away for her health at Hot Springs, Ark., is recuperating. Mrs. Larmore, stenographer to Chief Draftsman, is holding down the Secretary's chair these days.

L. C. Smart, accountant, has left us to go into private business and our best wishes go with him. Let him do your moving and hauling.

Mrs. F. H. Wilson, wife of Supervisor of Small Tools, who is away for her health, is recovering. This accounts for the smiles of F. H. and F. E.



The late M. J. Shea, Transportation Department

Our Hagerstown representative, M. S. Alvey, has entered the poetic field. His first effort in the MAGAZINE is especially interesting to our department.

Ode to the Abstractor

We get up in the morning, and if it's not too late
We walk down to the office and are there at half-past eight.
We do not stay, however; there are deeds that we must get,
And over to the Real Estate we trot through dry and wet.
We come back to our tables feeling very much alive,
But horrors! When we start to write those Forms 135!
"What are the new instructions?" is the cry most every morn,
On the writing of that complicated darned old D. V. Form.
Last week we had to write one clause of construction cost, no doubt;
But if the track is on our land, this week we take it out.
And so it goes from day to day, and when our work is through,
We'll have a fine instruction book, and will then know what to do.

But this is not the worst of it, for there's another form,
Which taxes our intelligence until our brains are worn.
For these must have the cost of land upon their red-ruled faces,
Areas and recording, all in their respective places.
And when you come to column twelve there's a consideration
Followed by a mark which shows the date of dedication.
And if a little piece is sold, then we must write a thesis:
"Cost shown in column eighteen is on an area basis."
Oh! the instructions and the arguments that are thrust through our young heads,
Until we get so darned balled up we wish that we were dead.
And I hope that when I really die and, maybe, go to Heaven,
I won't be made to write those sheets, Forms D. V. One-O-Seven.

The cartoon of our friend James Garfield Russell of Equipment Pilot's force is true to life. What does the faraway look mean? Is he thinking of machinery or other things? This is the work of E. B. Pearce, junior assistant pilot.

Our friend Fuller steers clear of ladders in the Real Estate Department. Ask him why.

On February 24 Mary Eulalia Pryor arrived, and G. H. Pryor, Jr., of the Cost Engineer's force, appears to be the happiest father of all.

On March 13 there arrived in the Armour household, Eleanor Virginia. Our friend William seems especially happy these days. But why the mustache?



James Garfield Russell



Edward and Walter
Fine boys of W. T. Ahrens, head clerk, Coupon Department, Office of Assistant Comptroller

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

If some of the young ladies of this office continue to develop, or spread, as they have been doing for the past year, the mirror which has been doing service in this office for quite a while, a puny 2x6x4 arrangement, will necessarily have to be relegated to the scrap heap and a broader one secured, as we notice these persons are having quite a time seeing all of themselves at one time in the present "looker."

The old saying "What goes up must come down," was literally demonstrated recently by "Will" Helm, who climbed a ladder in the office to put some records in the top of a case, and, having completed the job, just fell off said ladder. It's a good thing the floor is made of concrete, or a serious accident might have happened.

The accompanying picture is that of Miss Ida May Donovan, one of the young buds of this office. Miss Donovan is there in more ways than one, but when it comes down to beads and earrings, she is in a class all by herself.



Miss Ida May Donovan

Coincident with the general reorganization of the Road upon return to corporate management, March 1, one of the changes in the official family of the Accounting Department was the appointment of Walter B. Dudderar as Assistant Auditor Coal and Coke Receipts.

Mr. Dudderar began railroading at the age of 19, when he became identified with the Western Maryland Railroad at Hillen Station, Baltimore, as Billing Clerk. After 6 years with that road in various capacities he resigned to accept a position with this Company as Rate Clerk, since which time, by close application to work and a seemingly endless amount of energy, there is hardly a phase of the accounting end of the game with which he is not familiar. Furthermore, there is no reason why the good work he has been performing as Chief Clerk, for the past 7 years, should not be carried on with wider scope, putting into practical use the knowledge stored up in his many years' grind through the mill.

Mr. Dudderar's many friends, both in and out of the service, are glad to hear of his promotion and join the office force in extending congratulations and wishes for further success. As a further manifestation of their good will, a beautiful basket of flowers was presented him by the clerks of the office when the appointment was announced.

The following appointments were also made in the personal office force: F. B. Milnor, chief clerk; A. B. Seidenstricker, accountant; C. C. Rettberg, assistant chief clerk; J. L. Reigle, assistant chief clerk; G. E. Pritchard, assistant chief clerk; J. Limpert, secretary to Assistant Auditor; Miss M. Walter, secretary to Chief Clerk; G. D. Johnson, head clerk; W. H. Reichert, head clerk; A. R. Lehman, head clerk; F. L. Miller, head clerk; J. P. Williams, head clerk; M. L. Dell, head clerk. With the addition of O. R. Lutz, who remains secretary to the Auditor, this comprises the entire personal force.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

Some one has discovered the Super-fool who changed tires on a railroad crossing and nothing happened to him. Wonders never cease. Eighteen seconds is the time the average individual "takes a chance." In this same space of time a train moves a quarter of a mile and you think you are safe. Suppose you stumble; suppose a thousand other things, and then maybe you're out o' luck. Do the safe thing first.



Just "Our Harry"

We are pleased to present Harry Doron, whose acquaintance extends considerably beyond the realm of this department. A fraternalist, good mixer and convincing speaker, he can reach some altitudinous heights at times. Did you ever hear of a volcano blowing its head off? Whew! you tell 'em. Well, that's Harry, who loves us all; just our Harry.

"Eddie" Schneider, reconsignment clerk, has returned from a trip to the Pacific Coast, much wiser from his journey.

Thoreau, a friend of the tall timber, who responded to the call of the wild and who said that nature is real and can't be camouflaged, "*traveled much in Concord.*" But suppose some one asked you if you had traveled much in Baltimore, what would your answer be? The average individual, male or female, needs sunshine and fresh air. Here are just a few hikes that may appeal to you for your Sunday afternoon stroll. Walks start about 2.15 p. m.

May 16: Carney—a very beautiful cross-country trip. A long ride, so start early.

May 23: Ellicott City, west end of bridge, to River Road, to Relay and Halethorpe. Nine miles.

May 30: Mt. Washington to Green Spring Avenue, Park Circle. Five miles.

May 31, Decoration Day: All day trip with Washington Wanderlusters from Laurel. Meet at Camden Station in morning; time will be announced later; bring lunch.

June 6: Windsor Hills to Gwynn Oak. Five miles.

June 13: Great Falls, Washington. Meet at Georgetown, D. C., car barn, about 11.00 a. m.

June 20: Edmondson Avenue Bridge to Gwynn's Falls Park. Four miles.

June 27: Druid Hill Avenue entrance to Park to Woodberry. Four miles.

The ball teams are active and we have some choice dates still open.

Thanks to the kindness of John T. Broderick, superintendent Safety Department, and Dr. E. V. Milholland, chief medical examiner, who arranged for the new rest room in the Lexington Building, and C. S. Roberts, of the Tariff Bureau, in giving space from his office allotment, we now have an up to date and well equipped hospital, where our sick can get good care. While we are not anxious to use this room, yet it is good to know that we have been so well provided for.

The first practice game of baseball resulted in a real battle ending in a 3-2 score. Although on the short end of the score, Manager Finn feels gratified at the prospects, and is confident that the team will make things lively for their opponents. A few open dates, which he is anxious to fill with teams along the road, still remain.



Cartoonist Lynch's conception of "Special Delivery" at Pier 22, N. Y.

George J. Germershauser has the best wishes of his former fellow clerks in his new position, as Clerk to City Ticket Agent.

Corrections—Miss Rowena Lathron says she and Horace will not be married until the Fall, as *he* is still a wee bit nervous.



Flowers graced the desk of L. M. Grice on the morning he was made Assistant Auditor, Passenger Receipts

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

When the bulletin revealed Louis M. Grice's name among those recently adopted into the official family, the best wishes of his clerks were expressed in the form of American beauty roses. Mr. Grice was greatly surprised and said that the flowers represented the good will prevalent, and that he hoped the same spirit would continue in mutual efforts to make the office force a loyal unit of the system.

G. W. Jentner was appointed Chief Clerk, with J. M. Finn, R. W. Norris and E. N. King, Assistant Chief Clerks, and A. O. Whitehorne, accountant.

NEW YORK TERMINALS

Correspondent, JOHN J. DUFFY

Here we have the squad of our rapid despatch messenger service: In the center is William Carey, otherwise known as

"Freckles." "Will" is one of the best impersonations of Mark Twain's immortal "Huckleberry Finn" ever. With red hair and a generous supply of freckles, his pleasant disposition has made him numerous friends. From left to right are Raymond Hoagland, better known as "Hinges." "Ray" is the son of D. K. Hoagland, one of our efficient tug boat captains, and is following very closely in his daddy's footsteps, by keeping in with the popular motto of the day: "Going Up." Patrick Histon, known as the B. V. D. T. messenger, delivers the mail to and from the Brooklyn Eastern District Terminal Company, where he evidently received his nickname. Frank Dolan, known as the "Speed King," has a "rep" of covering ground like greased lightning. Frank is a nephew of Miss Helen Dolan of our Accounting Department. Last, but not least, is Thomas Baccalini, who is the head of the department (if you don't believe it ask him). He is otherwise known as "The Macaroni Bender." "Tom" receives his orders from the Chief Clerk, and is there when it comes to carrying them out.



A. G. Volp, Yardmaster, Staten Island Lines

A Tip

Have you met Miss Margaret G.?
She's just as pretty as can be,
With hair of brown and eyes so blue,
That always twinkle and wink at you.

That she is jolly you'll agree,
Wit is hers in great degree,
Here's a girl who is a "find,"
Take a tip, take Margaret's kind.

STATEN ISLAND LINES

Correspondent, G. F. Goolic

Everyday Sayings of 295 Broadway

Interline Department

E. P. W. (10.30 a. m.): "Gee, I have to see what I have for lunch today."

A. M. C.: "Who wants a drink?" (Water.)

M. A. L.: "Gee, 4.55; pack up, time to vacate."

"Rob." S.: "Whose dis?"

"Art." R.: "Anna, do you still love me?"

Rate Department

Wm. B. (over the phone): "Yep, Yep."

Hannah K. to "Tommy": "Aw, go wan, you Irish mick."

L. H. C.: "Any express to be delivered today?"



Miss Lillian Breidenbach and her three nieces

Wm. W.: "Hello, Division Accountant?" (Answer—"Wire busy.") "Darn it."

E. B. G.: "Anna, I want a loan of your machine."

Anna: "Ask Mr. Range."

Oh! the Ladies

Now down in our office are girlies,
All sizes, all kinds, there you'll find;
There are nice ones, there are fresh ones,
and—Oh, what the dickens
The use of my naming the kinds.

There's one named Miss Aurich, a flippant young girl,
Who can argue with you till your head's in a whirl:
There's also Miss Gaynor, who calls you pet names,
And winks pretty eyes that sure dazzle your brains.

Then there's Miss O'Mara, who handles a book
That's too doggone large for a girl of her size.
Miss B. is the girl with the real vampire look,
She's fond of "Joe" Covell, who falls for her eyes.

Then there's the "stenog"—gosh! I can't spell her name,
But she sure can "typefight" and chew gum as fast.
"Bill" Ivers is Sultan o'er our vast domain;
And now I shall quit, for the main dope I've passed.

Here is Adrian Canlon, son of Hugh J. Canlon, employed as Inspector, Maintenance of Way Department.



Adrian Canlon

This attractive picture is of Miss Lillian Breidenbach and her three nieces. Lillian is employed as Clerk in Car Accountant's Office, Pier 6, St. George. Whenever Lillian is spoken to, she smiles, and she sure can "smile." This picture was taken at her home at Annadale, S. I.

The fifth annual ball of the Staten Island Railroad Club was held at the Stapleton Club Rooms on Saturday evening, March 20. This was the most successful ball the Railroad Club has ever held. The music, the best on the island, was furnished by Professor N. P. Vice, a former trainman of the S. I. R. T. Those serving on the committee for arrangements were: B. F. Kelly, E. E. McKinley, H. W. Ordeman, G. J. Goolic and J. V. Costello.

Miss M. Gaynor, clerk in Car Record office, has resigned to take up various duties in the kitchen. Her former position will be taken by Edward McBreen, of the Car Record office.

The accompanying picture is of Trainman R. E. Decker, "Sheriff" as he is generally known, is some trainman. He has never missed a day and will soon become a Conductor if he keeps up the good work.



Trainman R. E. Decker

E. Goolickson is employed as stenographer in Superintendent's office.

The Auditor's office occupies a prominent space in the MAGAZINE by announcing the engagement of Miss Gladys Journeay to Mr. Henry Mayor, a former employe at 295 Broadway. We extend our best wishes.

The office is looking forward to the announcements of Miss Lillian Hortense Connery and Miss Elizabeth Bridget Graham, two pretty stenographers of the Auditor's office.

We now have the pleasure of working with Mr. James Thomas Roach, the (movie) star of Brooklyn.

BALTIMORE TERMINAL DIVISION

Correspondent, F. H. Carter, *Secretary to Assistant Superintendent*

Locust Point

Correspondent, E. S. Middleton

The Baltimore and Ohio Junior baseball team has been organized at Locust Point with the following line up: "Johnnie" Sutton, Henry Prenger, "Hughie" McCall, "Billie" Sable, "Pete" Wolfe, "Gus" Leimbach, "Jack" Poe, "Billie" Seigel, "Tommie" Williamson.

This is "some" lineup and you will doubtless get good reports of their future activities. They would like to arrange games with strong uniformed teams; those having grounds that may be used when Oriole Park is not available are preferred. Application will be made for admission to the Baltimore and Ohio League.

Alias "Pop" Anson.

Mount Clare Shops

Correspondent, MISS MOLLIE ALBRECHT
Secretary to Superintendent

Miss Goetzinger and Miss Davis took a trip to Canada, over Washington's birthday, presumedly to see some of the beauty Nature has wrought, but as the dry law has not been enacted there yet, we are still waiting for an invitation to a "real party."

Some time ago, Baker, one of our timekeepers, made a trip to Salisbury. On his way back, he changed cars at Wilmington, and there his watch left him. The accompanying sketch is our cartoonist's version of how he lost it.

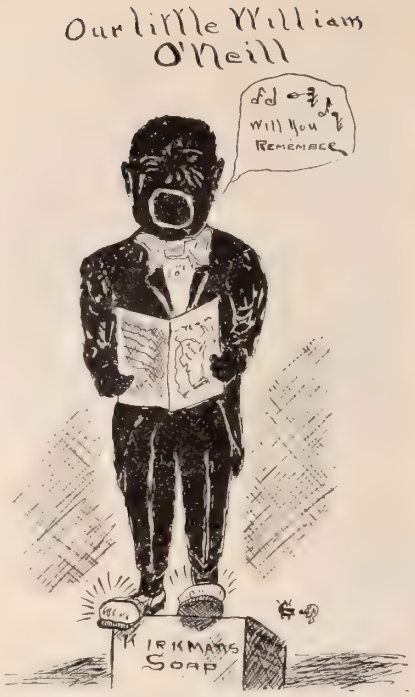
Stores Department

The clerks of our department, who have been working on inventory thre enights a week, had a very pleasant surprise on March 31, when Chief Clerk Harry E. Litchfield very thoughtfully presented a large box of chocolates to the ladies and a box of cigars to the men.

In appreciation thereof, this was sent him:

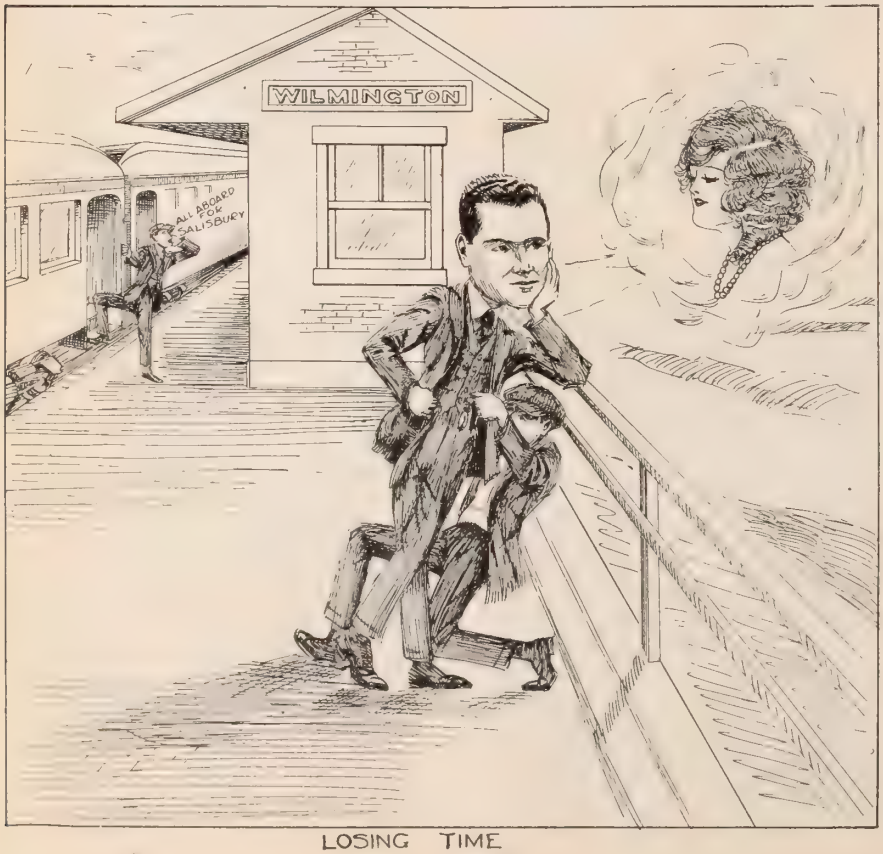
If this were tomorrow,
Instead of today,
We would have accused you
Of April Fool's play.
With chocolates for girlies,
And cigars for men,
You'll find us all saying,
"Oh Night Work, Don't End."
The Office Force.

We have talent at old Mt. Clare,
In the Stores Department—'tis hidden there.



Mt. Clare knows him

Wonderful voices, soft and low,
Soprano, alto and deep basso.
Pianists? Oh, yes, there are many
Who play grand opera, in fact, any
Kind of music—old or new,
With technique perfect, clear and true.
Cartoonists, who with stroke of pen,
Draw human chickens, a bull or hen.
The minstrel man is with us too,
And funny stunts he sure can do.
Maybe some day we'll let you see,
In electric lights quite brilliantly,
"A Revue of Music, fine and rare,"
Under the name of "STORES, MT. CLARE"
If you do go to it and you'll get wise,
Take it from me, you'll be surprised.—J. C. G.



LOSING TIME



"Oh, see the tall buildings!"

Miss Fisher and Miss Heinekamp, two of our young ladies at Mt. Clare, visited New York recently. They came home with stiff necks.

We are glad to welcome our new Storekeeper, Harry Shoemaker, and his family to his new home in Baltimore. Mr. Shoemaker, who comes from Cincinnati, Ohio, is living at 1652 Ruxton Avenue, Walbrook.

BALTIMORE DIVISION

Correspondent W. H. TARR, *Superintendent's Office*, Camden Station

Assistant Correspondents

H. A. DIETZ
Shop Clerk, East Side Shops, Philadelphia
C. W. HAMILTON...Clerk, Freight Office, Wilmington (Joint Philadelphia & Reading and Baltimore & Ohio)
V. J. HUEGLE.....Cash Clerk, Pier 22, Philadelphia
E. A. DUFFY....Clerk to Freight Trainmaster, Camden Station, Baltimore
N. E. REESE..Passenger Conductor, West End, Camden Station
H. H. RAYMOND
Conductor East Side Yard, Philadelphia
MISS ETHEL E. STICKLEY
Clerk, Transfer Shed, Brunswick
R. E. SIGAFOOSE
Shop Clerk, Brunswick Shops, Brunswick
W. S. WILDE..Chief Clerk to Terminal Trainmaster, Philadelphia
E. H. ZIEGLER.Special Representative, Freight Office, Hagerstown
S. R. BOSLEY.....Clerk to Road Foreman of Engines, Riverside

John O'Connor of Martinsburg, has accepted a position as Work Report Clerk in the General Foreman's office.

W. L. Gamble, Car Foreman's office, has been appointed Assistant Chief Clerk, vice Mr. Moyer.

G. F. White, formerly disposition clerk and night chief, has severed his connection with the Railroad and accepted a position with The J. G. Brill Company of Philadelphia. J. C. Farr is holding down the night job in place of White.

F. Brennan has been transferred from the Crew Dispatcher's office to Yard office.

R. L. Gatchell, formerly of the L. P. Department, Superintendent's office, Baltimore, has resumed duty with the Railroad as Yard Clerk.

The positions of Day and Night Assistant Terminal Trainmasters have been re-established, with S. M. Hoy as assistant during the day and R. J. Woods as assistant at night.



Miss Edna Stickley and C. T. Harrington

Correspondent R. E. Sigafoose, Brunswick Shops, gives us the accompanying photograph of Miss Edna Stickley and C. T. Harrington, clerks in the General Foreman's office.

F. S. Bowman was reappointed Agent at Hagerstown, Md., effective March 5. Following is personnel of office force: J. T. Hartle, rate clerk; Charles E. Santman, cash clerk; H. R. Potter, claim clerk; J. H. Mullendore, yard clerk.

Philadelphia

L. F. Kirk, chief clerk to Terminal Trainmaster, has returned to duty after a siege of illness. Following are items of interest sent us by Mr. Kirk:

J. D. Gallary, terminal trainmaster, and his force have moved from 24th and Chestnut Streets Station to East Side, and have established headquarters on the second floor of the Yardmaster's building.

E. H. Moyer, formerly assistant chief clerk, has been assigned to the Agency at 58th Street Freight Station.

Wilmington Freight Office

The end of the consolidation of the freight departments of the Baltimore and Ohio and the Reading at Wilmington came on April 1. The freight business of the two roads handled at this point, as a unit, for the period of government control and under the supervision of Joint Agent E. B. Rittenhouse was highly satisfactory, both to the patrons of the roads and government and railroad officials. It has been the privilege of your correspondent to read several highly commendatory letters to Agent Rittenhouse from various railroad officials, notably of the Reading. Pictures have been taken of Wilmington headquarters and employes of our Company, which, together with a picture of Agent Rittenhouse, will appear in an early number of our MAGAZINE.

Following the removal of the Reading employes from the offices of the Baltimore and Ohio at Wilmington, George W. Bumpus, city soliciting freight agent removed from former quarters to the Baltimore and Ohio freight office building at the foot of Market Street. Mr. Bumpus is pleased with the new location and the freight employes located here are glad to welcome him.



Left to right: John, Paul and Russell, sons of R. E. Eader, Supervisor, Washington Branch

A social event of note was the recent house party given to the joint office employes by Mr. and Mrs. James S. Evans. Almost the entire force was in attendance. Dancing was greatly enjoyed. A delightful luncheon was served by the kind and genial host and hostess and their son, Edward. A feature of the evening was the fine exhibition of hornpipe dancing and solo, by Edward Evans, which won an outburst of applause. Mr. J. S. Evans was chief clerk for the Reading in the consolidation until promoted to the Reading Montchanin, Delaware, Agency, lately.

We were honored, recently, by a call from our President, Daniel Willard, with a company of officials. This call was made at our freight offices. It is certainly a great pleasure to report that he could and did heartily commend us for clean and neat surroundings, offices and grounds. That's good, Mr. Willard. Come again soon.



D. M. Fisher, Sr., Freight Agent, Washington, D. C.



Assistant Agent at Washington, D. C., C. R. Grimm and Grandchild

WASHINGTON, D. C., FREIGHT STATION

Correspondent, W. L. WHITING
Chief Clerk

It is seldom that our good friend Frank Hanschumaker, who is now located at Philadelphia, pays us a visit that he fails to leave us feeling better for having shaken hands with him. On the occasion of his last visit he left a souvenir in the shape of an excellent snapshot of our Agent, D. M. Fisher, sitting on the chair of authority in his private office. This is a fine photograph of Agent Fisher, showing the welcome smile that is always visible, and we are glad to be able to send a copy to the MAGAZINE.

Our Assistant Agent, C. R. Grimm, is very proud of the home that he purchased through the Relief Department, and the accompanying photograph shows that he has good cause to be proud. His home is situated in a pleasant part of Parkersburg, W. Va., and his Saturday evening trip home has been something to look forward to with pleasure during the early days of the week. But perhaps a greater attraction than even the pleasant home was there to greet him on his arrival. This attraction is shown in the other photograph of the group, and indicates "Pop" Grimm holding fast to the "greatest baby on earth." The pretty little round, plump face on the picture, full of health and fun, is assuredly something that a fond father can well be proud of, and a source of great happiness and joy to the devoted parents.

In the March issue we suggested a possibility of something of interest to report in accordance with the spring opening of the line of business conducted by that busy little fellow, "Dan" Cupid. Things progressed more rapidly than were looked for at that time, and on Saturday, April 3, our Extension Clerk, R. W. Price, and Miss Ruth Warwick, were united in the holy bonds of matrimony by Rev. C. C. McLean.

The wedding took place at the fashionable hour of "high noon," and the "newly-weds" started at once on an extended wedding trip through the Middle West, to visit Memphis, Carthage, Hot Springs and other points, and finally to end the trip in the bridegroom's home at Jackson, Tenn. Our



Home of Assistant Agent C. R. Grimm at Parkersburg, W. Va.

very best wishes for their health and happiness go with the happy couple in their travels and on their return to Washington, D. C., a hearty welcome awaits them.

We are glad to welcome Miss Hazel L. Bowen, who has been sick for several weeks, back to her desk again. We trust that her health will continue to improve and that she will soon regain her old time strength.

To say that business is fine would be to put it mildly; it is simply great, and keeps us all on the hustle. No danger here of getting into mischief on account of having "idle hands."

There have been some changes in our office force lately; several have left us to seek other fields of usefulness, and others have come to take their places. J. C. Krieger, who was with us for several months, resigned recently, and Miss Ethel M. Irwin, C. M. Webb and W. O. Layton, have joined our forces.

We extend a heart welcome to the newcomers, and hope to see them with us for a long time.

Brunswick Transfer

A meeting of the check clerks was held in the office W. E. Shannon, transfer agent, on March 10. Matters relating to proper checking of freight were discussed. These meetings produce good results. This is the first meeting held since return of the railroads to private ownership. Everyone present voiced his cooperation by the enthusiasm displayed. Other meetings will be held in which new matters will be discussed in the interest of general work and welfare of the whole department.

March was the biggest month in the handling of freight at the transfer shed for a long time. On some days, as many as 126 cars were loaded out besides the transfers and work in the yard. Cars loaded for the month were 2,300. This was brought about by cooperation.

CUMBERLAND DIVISION

Correspondents

E. C. Drawbaugh, *Division Operator*
R. G. Allamong, *Secretary, Y. M. C. A.*
P. M. Pennington, *Crossing Watchman*
Ruth M. Cheuvront, *Office, Mechanical Engineer*

The following irregularities were detected by Operators on the division during the past month and prompt action taken to correct.

Nature of Observance	No. of Cases
Broken arch bars	1
Brake rigging down	4
Hopper bottoms down	3
Hot car boxes	2
Car doors insecure	1
Broken spring hangers	1
Broken train line	1
Obstructions removed from track	1
Total	14

Four cars set off on above reports after examination was made.

A. Gineran, watchman, who has swing turn from William to Frederick Streets, and who has been on the sick list for a long time, is back on the job, working half time until he gets stronger.

Walter House, extra gang foreman, has been laying new hundred pound rails from Frederick Street to Viaduct; also putting in new crossovers, switches, etc.

Wilbur Hardy, foreman of Section 27, moved his tool box to the West End. That looks like business over there.

South Cumberland Y. M. C. A.

Sunday Services

Every Sunday afternoon at 4.00 o'clock a service has been held in the auditorium. The religious director has been assisted by the ministers of the city. Some of the finest musical talent of the community has been utilized in making the meetings attractive; addresses have been delivered by ministers, lawyers, bankers and railroad workers. The attendance has been good.

Father and Son Week

During the month of February, seven meetings were held in the interest of the Father and Son idea. There was a different speaker for each evening. Special music by choirs and soloists made the meetings delightful.

Address by E. V. Baugh

The service on Sunday, March 28, was addressed by E. V. Baugh, superintendent Dining Car Department. The subject of his address was "The Square Deal." This was a practical and helpful message. The speaker made a strong plea for a square deal in the home and made it clear to every man present that his first duty as husband and father was to get himself right with God. Give God a square deal and the joy and usefulness of our own lives will be unbounded.

Baseball

The Y. M. C. A. has reorganized its baseball team for another season. Following are the names of the officers: C. Rowan, captain; C. Weaver, treasurer; H. F. Cole, field manager; C. F. Hare, business manager.

Stores Department

Correspondent, Charles H. Sizer

W. M. Hinkey, formerly Division Storekeeper at Cumberland, Md., has been appointed Superintendent of Company Materials, with headquarters at Baltimore, Md. He has been succeeded by C. A. Marshall, formerly General Foreman at Glenwood. We wish each success in his new position.

N. B. Taylor, formerly O. & R. Clerk, Storekeeper's office, has been transferred to the Ticket Agent's office. We all wish him success.

I fear that we are going to loose a good clerk, as I see our friend Margaret wearing a diamond on that fateful finger on her left hand.

Another love affair! Our Stenographer, Miss Hannah Love, has fallen in love with a certain gentleman by the name of Harry, who works in the Storekeeper's office, Keyser, W. Va. Well, we all wish them luck.

MARTINSBURG SHOPS

Correspondent, W. L. Stevens, *Assistant Foreman* Martinsburg, W. Va.

The kindly stork smiled upon the home of Conductor Bruce Miles and left a bouncing baby boy. Did you see Bruce grin?

Machinist James Dailey has resigned to take the sales agency of a Cleveland oil firm.

Bridge Helper D. H. Dodd has joined the "back to the farm" movement. May these young men win success in these new fields of endeavor.

Mrs. Lydia D. Creak, wife of Engineer H. M. Creak, died at the City Hospital, this city, after an illness of several weeks, aged 61 years. A brief funeral service was



Superintendent Thomas Stewart and some of the boys. Taken when the new shops opened at Cumberland



Conductor Lewis Hess
Morgantown and Kingwood Branch



Second from the left is the late James W. Riley, Tunnelton, W. Va.

held at the late home, 310 West Race Street, after which the remains were taken to Winchester, Virginia, and laid to rest in the Mount Hebron Cemetery.

Joseph A. Welty, hostler at Cumbo, and Miss Mabel Morrison were recently married at the United Brethren parsonage in this city. The groom is a son of Car Repairman John B. Welty. He spent several years in the army with the State Guard on the Mexican Border, and later in France. The young couple were given a nice reception at the home of the groom's parents. After a wedding trip they will make their home with the father, John B. Welty.

Timber Preserving Plant

Correspondent E. E. ALEXANDER

All previous March records were broken at the plant this year when we treated 95,301 cross ties in addition to other miscellaneous material. Our best previous March record was 91,578, made in March, 1915. Only three hours' delay to treatment operations during the 31 day period ending April 1 established another record.

Have you heard the news? Charles P. Houck and Miss Mildred Hamilton were married at the Methodist Episcopal parsonage at Oldtown, Md., by Rev. W. N. Michael, on Friday evening, April 2. Mr. James C. Newcomb of Cumberland and Miss Ida Hamilton, sister of the bride, were attendants. The groom is one of our efficient young Cumberland Division operators, who was for some time located at Green Spring, but who is now at Evitts Creek. The bride is the popular and estimable daughter of Mr. and Mrs. C. W. Hamilton, of North Branch. Good luck we wish for them through all the years to come.

The home of Supervisor and Mrs. Alexander was the scene of an impromptu old-fashioned (and we have been informed sticky) taffy party, April 23. Among those engaged in pulling were Mr. and Mrs. C. L. Kittle and daughter Carolyn, Mr. and Mrs. E. S. Crawford, Misses Mary Robinson, Edna Montgomery, Lucy and Georgie Gurtler, Alpha Moreland, May Teeters, Hazel Lenhart, Hazel Crabtree, Minnie Catlett, Elizabeth Sisler, Messrs. W. F. Kesler, H. M. Whitford, C. W. Short, G. R. Day. Mr. and Mrs. J. C. Alexander were "charges des affaires." (Note—Supervisor and Mrs. Alexander were not invited, the former having been called to Cincinnati and the latter visiting relatives in Cumberland. Consequently the lid was off.)

Mrs. G. W. Robinson and grandsons, Roy and Earl, accompanied by Mrs. C. W. Gurtler, spent a few days in the early part of the month visiting their daughter, Mrs. A. E. Irving at Holyoke Farm, Anne Arundel County. Mr. Irving was formerly truck gang foreman at the Plant.

C. E. Tebby, treating inspector, Central Creosoting Co., Finney, Ohio, was a recent visitor at the Plant while on his vacation.

Owing to the decrease in our tie receipts, R. Meeks and Roy Ambrose, two of our banner tie men, have been handling ties at Pittsburgh Wood Preserving Plant, at Adelaide, Pa.

Mr. and Mrs. Roy Keister were the recipients of a rocker from the boys. Another wedding present.

Stein Kowalski, one of our good tie men, who recently underwent an operation for appendicitis at the Allegheny Hospital, is again on the job and handling them faster than ever.

Death has again visited us and this time called a young mother, Mrs. Eva Kenny, aged 23, wife of Patrick C. Kenny, March 22, at the Allegheny Hospital at Cumberland. Our heartfelt sympathy is extended to the bereaved husband and father.

Keyser

Correspondent H. B. KIGHT

While cleaning between the tracks recently, James Alvaro was instantly killed by an engine in west yard. He is survived by a widow, three daughters and two sons. His son "Larry," weighmaster, is the one who sent the cartoon of the man and his daughter astride a pocketbook, which appeared in the MAGAZINE several months ago.

Robert Frazier, brakeman, was recently taken to the Hoffman Hospital, badly injured by having been struck by an overhead bridge near Terra Alta. He is reported as doing nicely.

Do you read Miss Margaret Talbott Stevens' contributions to the MAGAZINE? If you don't, you should, because she always has something good, and they help to turn the dark clouds inside out, and show you their silvery linings. Miss Stevens has been ill for some time, but is reported now as on the road to recovery, and we hope that she may soon be herself again, and help to scatter sunshine and good fellowship among our big family, as she has in the past.

The "Man with the Shovel," second from the left in the accompanying group picture, is the late James W. Riley, of Tunnelton, W. Va. Mr. Riley was born on February 17, 1854. He first entered our service in June, 1873, and was one of those who helped to widen the grade from Rowelsburg to Newburg. He was known to be ever faithful to his duties and was retired from service on August 1, 1919. His death occurred on March 3.

Matthew Dowling, a Baltimore and Ohio pensioner and respected citizen of Westernport, died at his home on Tuesday, March 9, aged 78 years. Mr. Dowling was a veteran of the Civil War and had four sons in the late war. The sympathy of our employes is extended to the bereaved family.

John H. Mohler, retired, died at his home on Orchard Street, on Monday, March 6, after a prolonged illness. He leaves one brother, Conductor D.W. Mohler; two sisters Mrs. Annie Kimes of Cumberland and Mrs. W. H. Jackson, of Keyser; two daughters, Mrs. M. E. Akers and Mrs. W. L. Harmon, of Keyser; and one son, William Mohler, of, Wheeling. Mr. Mohler belonged to Olive Branch Lodge No. 25, Knights of Pythias, of which he was a member for 40 years.

Some of the shop boys, inspired by a recent writeup in the MAGAZINE regarding the Maryland Rifle Association, are anxious to form a similar rifle club here. We have some "crack" shots among them, and are anxious to see their club started. Any employe who is interested in such a club is welcome to come in and help get things moving. Leave your name with the correspondent and we shall try to arrange for a meeting.

Captain John Carr has been busy lately looking over and replenishing his fishing outfit. Don't be surprised to see him bringing in a big "catch" soon.

The Keyser wreck train crew is to be commended for the pains taken in keeping their cars and equipment in the condition which they do. A visit to their cars, and especially their dining car, shows that they are interested in their work. The dining car has hot and cold running water, gas lights and on the walls are hung good pictures, pictures one would like to have in his home. The kitchen is equipped with a range, refrigerator, cupboards, etc., which makes one think he is in the kitchen of a hotel. A good supply of all kinds of canned goods, meats, potatoes, etc., is always on hand. Everything is spotlessly clean. The

tool car has large cupboards on each side of the aisle, with the name of the contents stencilled on each door. They have "a place for everything, and keep everything in its place." "Bill" Broome, old "Leatherneck Bill," has an office fitted up in one of the cars which is up-to-date in every particular. His filing system, first aid kit desk, lighting, etc., are most complete.

Here it is that he turns out his "copper plate" reports, written in a beautiful hand and containing all information required to make the reader see the wreck just as if he had been there. "Tom" Stanley, a genial good fellow, is in charge of the train as Wreckmaster, and Morgan McIlwee has charge of the dining car. The fellows all say he is *some* cook. If you have a chance, have Morgan show you through the car. "You'd be surprised."

"Joe" Heneke, formerly Chief Clerk to Assistant Master Mechanic Hodges, has been transferred to Connellsville. C. V. Welch, who has been located at Gassaway has been appointed Chief Clerk, vice Mr. Heneke.

CONNELLSVILLE DIVISION

Correspondents

S. M. DeHuff, *Manager of Telegraph Office*, Connellsville, Pa.
J. J. Brady, *Office of Division Accountant*, Connellsville, Pa.
Earl E. Shank, *Office of Superintendent*, Connellsville, Pa.

On March 9, S. L. West, claim agent on the Connellsville Division, was transferred to the same position on the Pittsburgh Division. By his courtesy and geniality, Mr. West won a host of friends while on this division, all of whom are pleased at his deserved promotion. He has been succeeded by O. P. Garrett.

The continuous vigilance of railroad train crews was again demonstrated at Connellsville on the night of March 13, when the yard crew of Conductor Welling, engine 1109, discovered an unknown intoxicated man prone across a track that was being shoved by their engine. But for the care and watchfulness of our men on this occasion one more serious railroad fatality would have occurred and another unfortunate would have gone to an untimely death unprepared.

Miss Minnie Rottler and William Rush are new clerks in the Superintendent's office. We trust that they will remain with us for a while, as clerks come and go these days with such rapidity that we do not have time to form acquaintances.

O. P. Moser, time clerk in the Master Mechanic's office, and Miss Anna Mary Colborn, of this city, were married on March 6. The happy young couple were taken to the Baltimore and Ohio station in a spring wagon by a number of their young friends, and it must have been some ride, for the happy groom wrote from Southern Pines, N. C., that it was one thing that would remain in his memory forever.

James J. O'Brien, chief electrician for the Connellsville Division for the past three years, died April 4 at his apartments at the home of F. R. Moon. The deceased was 33 years old. He came to this station from Washington, D. C. He is survived by his wife and two children. Mr. O'Brien was known to the majority of railroad men at this place and his early death is sincerely mourned by all.

Born to Mr. and Mrs. Homer Kearns, on March 12, a daughter, Betty Lorain. The proud father is Bill Clerk in the Master Mechanic's office. This is the first arrival.

Master Mechanic F. W. Rhuark resigned March 13 to accept a position as Mechanical Superintendent of the Pittsburgh and West Virginia Railroad, with headquarters in Pittsburgh. Mr. Rhuark was engaged as Master Mechanic on this division for the past fourteen months and always enjoyed the respect and confidence of his entire force, who presented him with a fine gold watch on his departure. The following poem was written by one of the clerks at the roundhouse, W. C. Wyncoop:

Goodbye, Mr. Rhuark, we hate to see you go,
For you have been a faithful man to this old B. & O.
And we are so sorry that you are leaving here,
It really is as sad a blow as 2¾ beer.
But never mind, old scout, we sympathize, you know,
For none of us can tell when we will leave the B. & O.
We hear you are getting a watch and really hope it's so;
But the only watch that we will get is when they watch us go!

Announcement has been received here of the marriage of Miss Emma J. Grove, clerk in General Foreman's office, Somerset, and J. J. McMoil, of Pittsburgh. They will be at home after May 1 in the Linden apartments, Pittsburgh.



Dodd, of the Valuation Department, Pittsburgh, Plunges

M. R. Powell has resigned as Chief Clerk in the Master Mechanic's office to accept a position with the Pittsburgh and West Virginia Railroad Company at Pittsburgh. His departure has caused many expressions of regret, for during his stay here he has enjoyed a large number of friends, each of whom esteemed and respected him for his qualities of courtesy, consideration and frankness, as well as for his earnest efforts to assist those with whom he labored. Before his departure he was presented with a handsome gold watch and chain by the employes at the shops.

PITTSBURGH DIVISION

Correspondent, E. N. Fairgrieve, *Car Distributor*, Office of General Superintendent

Regret to learn of the death of the father of W. E. Mohler, chief clerk to the District Master Mechanic, which occurred at his home in Keyser, W. Va., during the latter part of March. We extend our sympathy.

Homer Strome, formerly assistant chief clerk to Superintendent Gorsuch at Pittsburgh, has severed his connection at this end of the line and removed to Garrett, Ind., there to become Chief Clerk to the Division Accountant. Mr. Strome was well liked by all with whom he came in contact, especially the fair sex, and his going away has saddened many a heart and caused many a teardrop among the ladies. When about to leave to take up his new



W. H. Collins
Terminal Road Foreman at Glenwood, and two friends, with big string of fish caught last year

duties, Homer was presented with a silver pen and pencil by the employes of the office as a token of the esteem in which he was held.

We extend to Miss Kathryne Newman, telephone operator at Pittsburgh, our sympathy in the loss of her brother, who was taken by death during the latter part of March.

Glad to welcome Miss Nan Maloney, another one of our nifty "Hello Girls" who has been absent for about three weeks nursing a sick one at home.

Miss Terese O'Hare, another member of the switchboard, until recently on duty at Pittsburgh exchange, has been transferred to a similar position at Glenwood. Her voice sounds just the same—only a little farther away.

Rudolph Walters, from West Newton, formerly employed in the Division Engineer's office, has been transferred to the office of the Coal Freight Agent at Pittsburgh. Good luck to you, "Rudy."

Division Claim Agent G. J. Maisch has been transferred to Cleveland, Ohio. He

has been succeeded by H. L. West of Rockwood, Pa.

H. M. Grantham, who has held the agency at Butler for some time, has been transferred to Braddock. He has been succeeded by "Tommy" Stoops, who returns to Butler after a sojourn of many weeks in the Northern District, acting in the capacity of Relief Agent.

Miss Spring, who announced her arrival some time ago, is doggone slow about getting here.

Sure sign of Spring—a dusty carpet. Can you beat it?

Valuation Department

As Mr. Balliett, the drafting room philosopher, says: "In the heppy peppy Springtime a young man's fancy lightly turns to thoughts of love," so it was with O. E. Dodd, otherwise known in the office as "Cap'n Dodd." A few months ago he swore allegiance to the band of women haters. Recently we were aware of draggy love songs being whistled with feeling, and of the whistler's purchasing sentimental



LeRoy, Frank and "Billy" McMurtry
(See Glenwood notes)

Victrola records, but little did we suspect the truth until "Cap'n" announced that in the first week in April he would take unto himself a bride. If he makes as good a husband as we know him to be an abstractor, he will be a model. The accompanying sketch is self-explanatory.

Not so long ago, W. L. Nichols and J. D. Clark preceded "Cap'n" Dodd to the altar. Who's next?

During the month of February, two of our employes were called to the Great Beyond: Miss Dorothy Folpe, clerk, and W. G. Fay, transitman. Pneumonia was the cause of both deaths.

Well, boys, what do you say to a ball game or two this year between the benedicts and the young hopefuls? Years ago these classics used to be annual affairs at which we had barrels of fun. The games were exciting, and many comic situations loomed up, such as a fellow knocking the ball over the grandstand and dashing for second, and the hunt by the whole bunch, audience and all, through the tall and uncut weeds for the horsehide after some fellow's murderous wallop. Those were the good old days. Two or three contests of the same nature this year will sort of liven things up.

Glenwood Shop

Correspondent, FRANK RUSH, *Shop Clerk*

Glenwood roundhouse Leap Year Committee announces the engagement of Miss Ella Marshall and George Chillcott, both residents of Becks Run. The wedding will take place in June. Mr. Chillcott is employed as repairman of speed recorders.



Scene at Number One Tunnel and Wheeling Creek Bridge, Old Hempfield Railroad. Engine 1346, in charge of Engineer James Morris and Conductor P. T. Ellery

"Kid" Merkel, who was boiler clerk in office of Master Mechanic, has been transferring his "manpower" to a drill press in the machine shop. Ralph ought to be a good machinist for he "machined" a good deal when he took unto himself a better half—and outside of leap year, too.

It was with great regret that we had to lose the services of our faithful and worthy Superintendent of Shops, J. Howe, for a month at least. Mr. Howe has been feeling poorly ever since he had the "flu" and was ordered by his doctor to take a month's vacation and go South. We all hope that the vacation will do him good and that when he returns he will be in good health.

C. A. Marshall was recently transferred to Cumberland as Storekeeper at that location. The girls at Glenwood made up a little token for "Doc" and sent it to him at Cumberland.

On February 11, C. E. Wilson, boilermaker, took unto himself a wife. She was Miss Geraldine Welsh. We wish both of them the best of success in their new field.

"Dan" Cupid has just started in the office of the Superintendent of Shops. Miss Gillespie left our service on March 31 for matrimony. "Sam" Rock, brakeman, is the lucky man.

Ralph Rodgers, of the blacksmith shop at Glenwood, and recently out of the U. S. Army, is doing as well for his country on this side of the water as he did on the other. A little over a year ago Ralph was released from service, whereupon he became a benedict. Now there is a youngster in the new family.

Mr. and Mrs. Charles M. Boyle are the proud parents of a boy. He must have come to stay, for the little girl told her mother "he has his clothes off." Charles McKinley Boyle, Junior's daddy, is a Brakeman on the P. & W. Buck Local. Our best wishes to Mrs. Boyle and junior "Charlie."

G. H. Burgraf, roundhouse clerk on the second trick, has been transferred to the office of the District Superintendent Maintenance of Equipment, Pittsburgh, where he will have charge of the boiler reports. He succeeds H. M. Davenport, who now is man hour clerk at Glenwood.

We were sorry to learn of the sudden death of the father of Gang Leader Charles Barnes, which occurred on March 9. Mr. Barnes was Watchman on the P. & L. E. He was struck by a moving train and killed instantly. The sympathy of all Glenwood employes is extended to members of his family.

Born to Mrs. H. C. Barnett, wife of Machinist Helper, a 10 pound baby. Both baby and mother are doing well.

This picture is of the children of Painter Foreman William McMurtry: LeRoy, age 8, Frank, age 5, and William, Jr., age 2. "Mac," as he is known about the shops, was with the American Locomotive Company prior to coming with the Railroad, in charge of the painting gang. Mr. McMurtry entered our service August, 1919, and is well-known and liked.

CHARLESTON DIVISION

Correspondent, M. W. JONES

Secretary to Superintendent, Weston, W. Va.

Nothing has been heard of the Charleston Division in the MAGAZINE for some time. Naturally, we suppose a number of our friends have the idea that we have ceased to exist. Far be it from so. This is to notify all and sundry that we hereby demand "our place in the sun," and intend to take it.

In December last, the headquarters of the Charleston Division were moved from Gassaway, W. Va., to Weston, W. Va., to the great joy of all of us, especially those who were seeking houses and could not find them. Weston is a lively little West Virginia business town of some 7,000 people, not counting us and our families. We make quite an addition to the population, and we are now all nicely settled and have become real "Westonites." We have located in Weston the offices of the Superintendent, Division Engineer, Division Accountant, Chief Train Dispatcher, Master Carpenter, Trainmaster West Virginia and Pittsburgh District, and Road Foreman of Engines. Many of our number, especially the ladies, left fond recollections behind them in Gassaway, but judging from appearances, when we take a walk on the highways and byways of Weston, and when we go to the movies (we have 2 here—count 'em, 2) it seems to us that it is a case of "out of sight, out of mind" so far as any one left behind in Gassaway is concerned.

The only offices now remaining there are those of the Assistant Superintendent, Trainmaster and Road Foreman of the Elk Line.

C. L. West having given up the post of Chief Dispatcher, John T. Staples, 1st trick Weston, has been appointed in his place. John has been in the service of the Company more years than he will admit, principally on the West Virginia District. Now that he has an official job, we think that a "Mrs. Chief Dispatcher" would add to the dignity of the position.

C. M. Criswell, freight caim represent ative, and J. P. Ryan, agent at Weston, represented us at a claim meeting of Baltimore and Ohio and K. & M. employes and shippers of Charleston, held in the K. & M. R. R. freight offices at Charleston, W. Va., April 15. The meeting was in the interest of claim prevention.

A meeting of the Division Staff was held in Weston, April 16, Superintendent Trapnell presiding. All members of the Division Supervising force were present.

Has any one heard anything of car miles lately? Ask "Charlie" Dixon, our car distributor. We were just well started on our campaign to show you other divisions what we could do, when, like a bolt from the blue sky, the strike struck us. We have had to postpone our activities a little, but wait and see what we will do to you when conditions again become normal. Did you read the letter Mr. Ennes wrote in the last number of the MAGAZINE? We did, and we thought it so fine that we sent a bulletin broadcast over the division telling everyone to get a copy of the MAGAZINE and read it. **We are after car miles. We mean to get them, too.**

The question of reviving the old system ball teams is up for consideration. We are with it, and in fact our ball park at Gassaway is already being fixed up. For this division, W. H. Schide, chief clerk; J. C. Kinton, assistant superintendent, and Relief Agent J. M. Davis, have been appointed as a committee to make things hum. You will hear more from us and get our challenges when we are ready to get to work.

The following changes and promotions have taken place: Samuel Strachan, of Baltimore offices, appointed DivisionFreight Agent at Charleston, vice S. J. Lamoreux; F. H. Remalay appointed Storekeeper at Gassaway, vice H. C. Miller, promoted to same position at Grafton; H. A. Hayes appointed Shop Clerk in Master Mechanic's office, vice J. M. Cracraft, resigned; F. A. Baldringer, former Assistant Master Mechanic at Holloway appointed Master Mechanic at Gassaway, vice O. B. Street, resigned; W. J. Dixon, former General Foreman at Weston appointed Assistant Master Mechanic at Holloway, vice F. A. Baldringer, promoted; O. J. Kelley, appointed General Foreman at Weston, vice W. J. Dixon, promoted; Kenneth Leeson, of Parkersburg, appointed File Clerk, vice Miss Helen Lloyd, resigned; Miss B. Tierney, of Weston, appointed L. P. I Clerk, vice R. Baker, resigned; Miss Hoke appointed Trainmaster's Clerk, vice Miss Juanita Lockhart, transferred to Fairmont; O. C. Lehmer appointed Agent at Blue Creek, Elk Line; E. M. Caperuse, of Coal & Coke R'y, at Elkins, appointed Agent at Centralia, Gauley Line; J. M. Davis appointed Agent at Gassaway, vice N. Rexroad, appointed Agent at Allingdale; J. N. Godman appointed Captain of Police Department, vice C. E. Stanley, resigned.

J. P. Ryan, our popular agent at Weston, has just recovered from a serious attack of typhoid fever. His smiles were missed by the public at large, and by his fellow employes in particular.

Superintendent Trapnell has just returned from a 2 weeks' trip to Florida, where he met many old friends, and reports having spent a most enjoyable vacation. His appearance on his return to Weston makes us wish we could go down there "where the grape fruit grows" for a couple of weeks' trip also.

Has anyone seen Boyer? You know who I mean. W. C. Boyer, the able representative of Mr. Egan, on this division. When last seen, he was walking on the track, miles from home, looking for sparks said to have been dropped by an engine about a week ago between Orlando and Roanville. We hear he had found a few of them when last seen.

The division offices here have recently been re-painted and generally cleaned up. When you come to visit us, you will see real offices. As a matter of fact, our friends in Baltimore had better look to



SUPERVISING FORCE AT BENWOOD SHOPS

Front row, left to right: M. Stevens, car foreman, Holloway; F. M. Garber, general car forman, Benwood; F. Baldinger, master mechanic, Holloway; C. E. McGann, division master mechanic, Benwood; "Matt" Walsh, road foreman engineer, Benwood; "Nick" Hoffman, car foreman, Brooklyn Junction.

Second row: T. H. Bonsell, master mechanic, Brooklyn Junction; Robert Nolan, machine shop foreman, Benwood; Paul Riedle, blacksmith foreman, Benwood; "Dave" Hull, erecting shop foreman, Benwood; C. F. Kunze, car foreman, Bridgeport; O. F. Stoneburner, tank foreman, Benwood; A. J. Kettlewell, car foreman, Benwood; Henry Haberfield, air brake foreman, Benwood.

Back row: "Joe" Diebald, electrical foreman, Benwood; "Jerry" Donovan, roundhouse foreman, Benwood; Edward Eberle, pipe fitting foreman, Benwood; J. H. Duffy, neral foreman, Benwood; R. Lough, labor foreman, Benwood; W. E. McCombs, painter foreman, Benwood.



Benwood Shop Employes
Top row: T. J. Cooper, G. N. Miller, F. Finnegan
Lower row: H. Muldrew, L. Heil



Benwood Shop Employes
Left to right: T. J. Shaw, F. Sigler, J. H. Jones, H. L. Knapp, R. Orum

their laurels from the standpoint of appearance. The Charleston Division serves notice that it is on the map and time-table of the Railroad in big letters, and will be heard from ere long.

We have just had our Spring "housecleaning" on the division. The "scrap" train was on the line for about a week. Practically all our division officers accompanied this train, looking after their several interests, and seeing that nothing of any value was left lying around. As a consequence, the whole division now bears a striking resemblance to your house and mine after the good wife has finished her Spring cleaning. Any one who wants to see a real Railroad is invited to visit the Charleston Division. Division Engineer Brooke was everywhere like a "cat after a mouse." His section foremen claim he can "smell" a piece of scrap a mile away. Relief Agent Marshall can see surplus stationery through the walls of the cases, while Division Accountant Severns and Chief Clerk Schide can tell you where every hotel on the division where there are any "eats" is, and they can find it with their eyes shut.

Every one here knows S. W. Pickens, the Superintendent's Assistant Chief Clerk. We have wondered of late why he wore such a solemn air, and why he was apparently carrying the cares of the world on his shoulders. Murder will out. "Pick" has been dabbling in the real estate business. He has taken unto himself a house and expects to move in shortly.

We understand that Miss Sylvia Miller, stenographer to the Car Distributor, is leaving us. She says she has another job and a better one at that, somewhere near Kenova. We can't imagine any one thinking that part of the State more desirable than Weston, even for more money, and we have our own ideas as to the real cause of her leaving us.

On April 15 a large and enthusiastic meeting of the Charleston Division Safety Committee was held in the Superintendent's office at Weston. We had practically all our division officers present and representatives from all departments to the number of 25. Safety is a matter of great interest on this division, and we are working for it all the time.

WHEELING DIVISION

Correspondent, A. N. GANTZER

Benwood Shop

Correspondent, ANGELA APPLEGATE

Thomas A. Edison has nothing on our old friend J. A. De Bolt. Wearing a happy smile and dressed in his Sunday best, "Joe" recently arrived with the announcement that on the morning of April 1, a second Thomas A. Edison arrived at his home. The cigars and candy were duly passed around. "Joe" will soon be seen pushing a new buggy, which he is going to buy with the bands of the cigars which he distributed.

George W. Selwood, car foreman at the Wheeling Coach Yards, has been granted a leave of absence on account of his health. He will spend it in Florida. Best wishes for your speedy improvement, George.

"Dan" Wilson, of the Paint Department, has fallen a victim to Cupid's arrow. On April 1, he and Miss Keller, of Boggs Run, were quietly married. Congratulations.

One of the most popular young men of the Eastern Lines is Thomas H. Hollen, master car builder, West Virginia District. The number of friends that he has made in this territory speaks well for the manner in which he is handling business.

W. J. Dixon, former general foreman at Weston, has been promoted to Assistant Master Mechanic at Holloway, vice F. A. Baldringer, now Master Mechanic at Gassaway. Sincere good wishes to both.

New Martinsville, one of the busiest stations on the Wheeling Division, and one which is always neat and tidy, has a slogan: KEEP THINGS MOVING. And New Martinsville lives up to its slogan. Trainmaster J. W. Bull has been given much credit for the fine performance at that terminal.

Although there were a sufficient number of chairs in the Master Mechanic's office on March 27, a certain young man insisted on standing up all day. The news finally leaked out that "Bill" had joined the Elks at Moundsville on the night before.

It was a lucky day for August, the photographer, when he visited us, as all of the supervising officers from Benwood and outlying points had gathered at Mr. McGann's office for a parley. The photograph on the opposite page shows them.

It would not do to tell too much about the occasion when "Nick" Hoffman chased the bull from Brooklyn Junction to Proctor. Nor would it be wise to talk too much about Zanesville. However, they are all first rate fellows and we like to work with them.

The young ladies decided that the best looking man in the picture is Mr. McGann, with "Stoney" as a close second. Mr. McGann is a promising bachelor, while "Stoney" has a wife and nine. We vote for "Stoney" on looks, but not on his ability to hide brake beams in the arch brick shed.

Now, we hate like thunder to say this, bein's we work for Mr. Garber, but we heard that the Mail Pouch people paid him for getting into the picture.

Mr. Bonsall's position, as we see it here, is like his pleasing personality—it stands out prominently. The writer is not personally acquainted with Mr. Baldringer, but the photographer, who works Holloway now and then, predicts big things for him.

Somebody asked why A. J. Kettlewell's face shows so dark in the picture. "Cat" says he was the only foreman who had done any work that day.

We would like to have had in this group the face of our old General Foreman, H. J. Burkley, who has been recently made Master Mechanic at Connellsville, but we can show you his successor, Mr. Duffy. Mr. Duffy has promised to have our office cleaned up some day, and that, at least, is a good beginning.

Visitors from other points are always made welcome at Benwood by this "bunch" of Mr. McGann's and "Mac" is glad to have the "bunch" perform at any time.

WESTERN LINES

CINCINNATI TERMINALS

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

C. P. Burrus, supervising agent in the Terminals, left on April 15 for Springfield, Ill., to become Commercial Agent for the Company at that point. Mr. Burrus has left many staunch friends, who wish him every success in his new position.

The old adage, "Two can live as cheaply as one," seems to be an inspiration to the yard clerks in the Cincinnati Terminals, particularly at Stock Yards, for it has leaked out that Earl Schindler is about to set sail on the "Sea of Matrimony."

We are all glad to see "Pete" Furey back on the job after being off a month on account of sickness.

It is understood that the new oil special is causing our genial Assistant Trainmaster a great deal of anxiety.

Walter H. Bachmann, file clerk in the Superintendent's office, has left our midst to become Rate Clerk in the local Freight office. We all miss you, Walter, but here's wishing you luck.

Everybody at Ivorydale is wondering just who the young lady from St. Bernard is who declared that she was going to set



Two "Freds" and their better halves

her eye on George Stappe as a Leap Year possibility. Who is she, George?

Since Elmer Pabst is back on day work, we know there is joy in the hearts of many young ladies in the vicinity of Westwood, for, as Elmer puts it himself, "he is surely a demon with the ladies." When he is not holding down a chair in the parlor, he is occupying space in some other fellow's "Marmon." How do you do it?

John Jordan, one of our car repairers, got a so-called "hot tip" from Frank Smith, another one of our box car surgeons (the kind he usually puts out), and John immediately hocked his sewing machine to bet on the horse. Out of 9 entries John's horse ran ninth, which was pretty good, considering who picked it.

Of course, this is no concern of ours, but we do not think that the Cumminsville barber ought to embarrass any of our Railroad family. Some one said Albert Booth went into said shop and requested a shave. The barber said, "What are you doing, kidding me? All you need is your face washed. You cannot get that blush off, it is natural."

"Tommie" Moon, of the Storrs repair track, asked that the following sign be put up. "Say, the ? # # # : / *– * * / . . whoever stole my lock can have the keys by calling at the office."

Sure signs of Spring: "Doc" Cook's 1900 model straw hat has again put in its appearance.

Miss Clara Schulte, stenographer in the Superintendent's office, now has an "excuse for traveling" located in Akron, Ohio, and she certainly is taking advantage of it.



John Julian Johnson

The two "Freds," Oehlschlaeger and Kirchner, of the Superintendent's office, recently took in the sights of Dayton. Our Dayton correspondent advises that he understood when they visited the Soldiers' Home, one, we do not know which, was asked for credentials. We cannot agree, as we do not think either of them look like veterans of the war of '61, but maybe they do when they are away from home. The attached was taken on this memorable day. Reading from left to right: Mrs. F. Oehlschlaeger, "Fred" Kirchner, Mrs. "Fred" Kirchner and "Fred" Oehlschlaeger.

Here is a picture of Car Juggler Robert Jennings at a promising young age, which, as the Bard of Mill Creek has sung below, shows what may happen to us in later life:

Herewith a picture of a bright little boy,
Taken, we judge, at the young age of four;
Which shows that a boy, though bright and so coy
Can turn out to be Car Distributor.

—*By Brethouse.*



"Car Juggler" Jennings—"As you were"

"Joe" O'Donnell recently made a hurry-up trip to Marion, Ohio, and while there made a few negotiations, the extent of which he has not made known. We know, however, that "Joe" will spring another surprise. "Bob" Jennings said he bought a post hole factory. There may be something to this, as "Fred" O. was trying to buy some post holes the other day.

It looks as though "Al" Vonderheide, the well-known rate clerk at Ivorydale, must have received a Leap Year proposal, if we are to judge from the way he has been watching the bridal ring advertisements lately. How about it, "Al"?

"Mose," the caller at Stock Yards, recently took a flier in steel and Covington is expecting any day to have a new business man added to its commercial family.

We want our readers to have a glimpse at the John Julian Johnson smile, which constantly illuminates the Storrs Yard office. Some smile, we think! The other picture is of Jasper J. Johnson, who takes good care of all the icing at Storrs. Next picture will introduce the famous Car Inspectors of Storrs, John and David Streitenberger, who see that the rip track is more than filled each day.

The Rekop Club held its annual "Who is Who" election at the Toledo Division



John and David Streitenberger

local office on April 5, with the following clerks named winners: Prettiest girl, Lucille Baumgartner; most popular girl, Sue Elmere; best dancer, Mildred McGinn; handsomest man, Stanley Beck; most popular man, Frank Ruwe; best dancer, Irwin Kennedy.

Heard at the Rekop Club

John Crowe—"I never hear that saying, 'Wine, women and song,' any more."

"Bill" Dean—"No; now they say, 'Near beer, chicken and jazz.'"

"Tommie" Hilton, machine operator, appeared at work a few days ago with a beautifully discolored left lamp. "Tom" says he couldn't lick all 12 of them.

A new member has been added to the Maintenance of Way force, Miss Bertha Goetz, who is a very jolly and likeable girl.

Speaking of Beau Brummels, what do you say about Frank, the boy with the beautiful hair, working on the third trick at Elmwood?

"Charlie" Gest and George Ford, of Storrs, are holding an eating contest every day at noon hour.

NEW CASTLE DIVISION

Correspondents

A. C. Harris, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
P. W. Adams, *Telegraph Operator*
O. C. Bedell, *Telegraph Operator*

L. H. Browning, now Agent at Wooster, Ohio, expects to take over the agency at Cuyahoga Falls, Ohio, because of the dissolution of the consolidated agency with the Pennsylvania Company at that point. As usual in such cases, there will be considerable work necessary to restore the business to the former standard, but Mr. Browning and force are fully capable of performing this feat.



Jasper J. Johnson



Switch Crew at Millersburg, Ohio
Back row, left to right: Shafer, conductor; Jackson, engineer; Jenkins, fireman. Front row: Victor and Butler, brakemen

Agent G. W. Taylor is busy getting his Summer work clothes ready for service and overhauling the machinery to handle the Lake business that will develop shortly. With the Lake navigation season about to open, it is certain that the Painesville force will as usual be found on the job ready to handle the greatly increased business that will naturally result. The dredge for use in cleaning the channel has been overhauled and is in good shape and the force required for the operation is gradually being organized. General Yardmaster Huston at Painesville is also busily engaged in coordinating the various yard functions essential to successful operation and both branches of the service will be ready to start off with a bang when the word is given.

Many employes forget they are a part of the "makeup" of the Company and that when they aim a "kick" at the Company they are liable as not to kick their own anatomy.

With the advent of favorable weather, baseball is again coming into prominence. At New Castle the organization of the 1920 team is progressing rapidly. With the 1919 team practically intact and a number of new stars available, the situation is very satisfactory. It is expected that the record of 1920 will be better than that of 1919, when only 3 games were lost throughout the entire season. A dance and euchre party has been planned as a means of financing the team so that it will not be handicapped during this season. As suual, J. A. Jackson and A. C. Harris will be in control of the baseball affairs and will be found working strenuously for a winner.

Storekeeper W. C. Guthrie has left the New Castle Division to accept appointment as Storekeeper at Glenwood. H. F. Schwab has already arrived on the division to take over the duties of Storekeeper at New Castle Junction.

D. R. Bowman has been assigned to the New Castle Division as first assistant on the engineering corps, taking the place of W. P. Ball, transferred to Baltimore.

Agent F. H. Knox is getting his force in readiness to take over the freight business at New Castle becasue of the breaking up of the co-ordination of freight facilities at this point. For some time Mr. Knox has been acting as Outbound Agent at the Pennsylvania Station. He seems greatly pleased to be back with us again. The station force at New Castle intend to demonstrate anew to the people of New Castle that the BEST SERVICE is Baltimore and Ohio service.

"Freddie" Bohlen, one of the youngest agents in point of service on the division, and but recently assigned to Munroe Falls, Ohio, seems to be making good with a vengeance. "Fred" is a very ambitious and hard working chap and there is no doubt that affairs at his station will be handled properly and the business developed to the limit of its capabilities.

Resumption of branch train service on the New Castle Branch is one noticeable result of the return of the railroads to private control. Formerly, employes of the Company at New Castle Junction used the P. & L. E. branch train in getting to and from their work, but March 1 brought an end to this privilege and our own branch train is now being operated.



Cecil Winifred Geldbaugh
Four year old son of H. A. Geldbaugh, General Foreman at Painesville
"These words I stand for: The Baltimore and Ohio Railroad Company"

There is no use talking, the Company cannot use as a means of exchange anything except what *you* as an *employe* manufacture for them. If you furnish *good service*, the Company has a valuable commodity for exchange and is enabled to furnish *good service*. The resultant benefit is not only to the Company, but to *you*.

Agent F. M. Mantz, at New Castle Junction, has been exhibiting recently a card pass that is probably one of the oldest card passes in existence. Away back in 1854, one Thomas Beckett, locomotive engineer, was given transportation from Cleveland to Erie on the C. C. & C. and C. & C. Railroad, and this pass was countersigned by M. Bryan, master of transportation. Mr. Beckett, who was the father-in-law of Agent Mantz, served for many years as locomotive engineer on the Baltimore and Ohio Railroad, entering the service years ago when horses were used as motive power, and continuing in service down through the years that witnessed the radical changes in transportation methods that brought in the steam engines to handle the trains. Mr. Mantz states that some years ago a local newspaper commented on an old pass that had come to their attention and made the claim that this pass was the oldest known. This claim, however, was withdrawn when Mr. Mantz produced his 1854 pass. This souvenir of bygone days is jealously guarded, as it is thought to be the oldest available pass of today.

NEWARK DIVISION

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

DIVISIONAL SAFETY COMMITTEE

S. U. HOOPER.....Superintendent, Newark, Ohio
H. G. KRUSE.....Trainmaster, Newark, Ohio
D. HUBBARD.....Division Engineer, Newark, Ohio
F. E. COOPER.....Master Mechanic, Newark, Ohio
R. A. VERNON..Road Foreman of Engines, Newark, Ohio
DR. M. H. KOEHLER..Medical Examiner, Newark, Ohio
B. MCCORMICK..Acting Captain of Police, Newark, Ohio
A. R. CLAYTOR....Division Claim Agent, Newark, Ohio
H. HARDING.....Signal Supervisor, Newark, Ohio
C. G. SUTTON.....Division Storekeeper, Newark, Ohio
E. C. ZINSMEISTER.....Master Carpenter, Newark, Ohio
C. G. MILLER..Supervisor Shop Schedules, Newark, Ohio
S. W. FITCH.....Signal Foreman, Newark, Ohio
W. LEACH.....Yard Brakeman, Zanesville, Ohio
J. C. WOLFORD.....Brakeman, Zanesville, Ohio
J. C. RICHARDSON.....Conductor, Newark, Ohio
F. D. ELDER.....Brakeman, Newark, Ohio
A. E. FRICOAT.....Fireman, Newark, Ohio
S. N. HISKEY.....Engineer, Newark, Ohio
J. V. GALLEGHER.....Conductor, Newark, Ohio
C. E. ARMENTROUT.....Car Inspector, Newark, Ohio
W. HOFFMAN.....Track Foreman, Pataskala, Ohio
S. A. REAGAN.....Carpenter Foreman, Newark, Ohio
O. T. VARNER.....Fireman, Newark, Ohio
H. J. DUNSON.....Operator, Mt. Vernon, Ohio
Z. SPICKLER.....Car Repairman, Newark, Ohio
MISS E. G. WINTERS.....Secretary, Newark, Ohio

The accompanying photograph shows Thomas J. White, retired Newark Division Switch Tender, and his grandson, Frank White Meyers. On April 5 "Tom," as he is better known among his many railroad friends, celebrated his 66th birthday. In spite of the 3 score and 6 years, he is hale, hearty and active, and is very proud of his grandson and "chum," Frank.

Mr. White served continuously in the service of the Company from 1880 in the capacity of Caller, Yard Clerk, Brakeman and Switch Tender, until the time of his retirement in 1913. However, at heart he is still one of the "boys" and loses no opportunity to visit with them and to keep himself in touch with what is "doing" in railroad circles. Prior to his long term of service, his father, Dennis White, served 40 years as an Engineer on the old Sandusky, Mansfield and Newark Branch (now known as the Lake Erie Sub-division), having entered the service in 1850.



T. J. White and Grandson



John Doyle

The accompanying photograph is that of John Doyle, one of the leading Veterans of Newark, Ohio. In a letter to G. W. Sturmer he tells of a very pleasant trip which he recently made through California, going by way of New Orleans and returning through Salt Lake City and Chicago. Mr. Doyle thinks that the Baltimore and Ohio Railroad is second to none.

Announcement was made recently of the marriage of Ray L. Redman and Miss Clara Reed. The wedding took place some time during the month of January. We extend to them our best wishes.

H. C. Wilson has resigned his position as shop order clerk and accepted a position with the Holophane Glass Company.

Charles Dolan has accepted a position as messenger in the Division Accountant's office.

"Bob" Pryor reported at the office recently with a highly discolored eye, but says he doesn't care since the other fellow is in the hospital and anyway his girl just adores black eyes.

John Thornburg, one of the best known residents in the vicinity of Sundale, Ohio, recently celebrated his 85th birthday by entertaining a number of his friends and neighbors. Despite his advanced years, he is enjoying the best of health and is able to perform light work about his farm.

Familiarly known as "Jack" Thornburg, he was for many years an Engineer on the Baltimore and Ohio, and an expert in hauling heavy trains over Sundale Hill. Before coming to Sundale he was an Engineer in Belmont County, and while practically his entire life was devoted to railroading, he never had an accident.

At the birthday dinner he recounted many reminiscences of his early life which were particularly interesting to his railroad friends and which contributed toward making the occasion an enjoyable one.

Zanesville Reclamation Plant

Correspondent, CHARLES B. L. HAHN

We are sorry to advise that Miss Gertrude A. Shoemaker, stenographer for the Locomotive and Car Department at this station, entered the Good Samaritan Hospital for a serious operation on March 2. This is the second operation in the past 3 months. The employes extend their sincere wishes for a speedy recovery.

With the object of establishing a Welfare Association or a Community Center for the employes of the Baltimore and Ohio at Zanesville, a meeting was held in the Signal Plant on March 17, between the hours of 12.00 and 1.00 o'clock. H. W. Booth, material supervisor at the Reclamation Plant and the man who first helped to organize the Y. M. C. A. of Zanesville, made the opening address. He emphasized 3 dates: June 24, 1918, February 2 and March 17, 1919, as commemorative of the day on which John Roberts, blacksmith at this station, entered the Government service as a soldier, the day he returned home and the day he returned to his work. During the address Mr. Booth, on behalf of the Brotherhood of Blacksmiths, presented Mr. Roberts with a medal in token of his overseas service.

An interesting feature of the program was a 4-round boxing contest between D. C. Riley of the Reclamation Plant and P. D. Howard of the Car Department. Before the close of the meeting the following were appointed as a committee to form the Welfare Association: H. W. Booth, Charles B. L. Hahn, John R. Roberts, Glenn Williamson and Charles Lewis from the Reclamation Plant; S. F. Graham, P. D. Howard, Leo Himmelspach, R. G. Waggonger and Charles Barnett from the Locomotive Car Department. This committee met at a later date and organized by electing the following officers: H. W. Booth, chairman; S. F. Graham, secretary, and Charles B. L. Hahn, treasurer.

"Boosters' Meeting"

A Boosters' mass meeting was held in the Signal Plant on March 25, at noon, for the Welfare Association. The meeting was opened by an address by H. W. Booth, chairman of the Welfare Association committee, on "Zanesville." Next on the program was a letter from the United States Government on Welfare Work on Railroads, which was read by S. D. Snedeker, local secretary of the Y. M. C. A.

A 4-round boxing contest was staged bebween P. D. Howard and Leo Himmelspach, both of the Locomotive Car Department. The referee gave no decision on the affair. At the close of this meeting about $100.00 was subscribed by the employes to carry on the work of the Welfare Association.

CLEVELAND DIVISION

Correspondents

A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

Top picture, next page, is of Charles Edell, commonly known as "Silent Charley." This title was derived from his conservative ways, always holding his good counsel and advice until the most appropriate time. He is one of the "Old Timers" in the Boiler Department and has eliminated many delays by his watchfulness. Locomotives have to pass his efficient inspection before departing upon their various duties. He practices the same pugilistic spirit upon his work as he did in his younger days when he eagerly faced his opponents in the ring. Later on, he left the strenuous game and took charge of the Boilermakers' Athletic Association, whose bowling team made such a fine showing last winter in the shop league. During recent war times, when the patriotic spirit of the entire country was manifested by raising flags over homes, buildings and shops, "Charley" was instrumental in prosecuting a vigorous campaign to secure funds to purchase an emblem of freedom for Cleveland Shop. Mayor Davis of Cleveland delivered an address on Flag Day, and in the absence of local musical talent, "Charley" prevailed upon a German band to render the "Star-Spangled Banner" when "Old Glory" was flung to the breeze. His influence was felt in the Red Cross, Victory Chest and Y. M. C. A. drives and the 100 per cent. Liberty Loan issue may be credited to him. Last but not least is his personal interest in Safety. This is foremost in his mind at all times, not only for himself, but for his fellow workmen. He is never so busy that he cannot spare time to warn others of conditions that might be injurious to them. He was also very prominent in his activities in the recent National Prohibition Campaign.

Massillon

We have another Yardmaster at Dover. On March 7 he arrived at the home of "Ben" F. Wilcoxen and is now getting along very nicely. "Ben" says he will soon mark him up on the extra board. We hope he is a chip off of the old block.

Brakeman Nash has gone to Willard to work in Willard-Holloway Pool service with Conductor Billingsley.

On March 17, Trainmaster Fitzgerald's father, Dennis Fitzgerald, passed away at his son's home in Massillon. He was taken to his old home at Silver Springs, New York, for burial. We express our sincere sympathy.

The accompanying picture is of the first district run crew at Massillon. Reading from left to right: Brakeman C. Legg, Fireman C. P. Himmel, Engineer M. H. Carpenter, Brakeman H. U. Brugh and Conductor J. W. Griffin.



First District Run Crew at Massillon



"Silent Charley" Edell

Ticket Agent and Operator G. H. McCoy has been complaining about a stiff back. Since the old haymaker started to shine, he probably got spring fever and overworked the spade. Maybe we can furnish him with a little dope and oil for his ailment when the weather gets too warm.

Operator "Dad" Landis has returned to his old post at "CO" Tower, after a trip to Florida, where he was called on account of the sickness of his daughter. While there he also was taken very ill.

CHICAGO DIVISION

Correspondents

F. N. SHULTZ, *Division Operator*, Garrett, Ind.
BERTHA PHELPS, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.
K. R. JENKINS, *Secretary, Y. M. C. A.*, Willard, Ohio
P. H. CARROLL, *Signal Supervisor*, Garrett, Ind.

GARRETT, April 5, 1920.

Dere Ed:

Why is it you don't say nothin' much no more about the good ole Chi. Div.? You jus' hand all them bokas to them divs. down east, which looks like narrer gages along side of the Chi. Div. I got a lot a news but I aint goin' to tell it all cuz it wood on'y make them other divs. jelus an' they aint no use cawsin' no trouble, cuz we must all work together fer a common caws, even if our caws aint so common as thern. Lissen, Ed, I don't want to 'pear egotistical, or whatever you call it, but I can't help but brag jus' a little about our div. an' officers an' men an' etc. I aint goin' to get personal an' mention no names, cuz I dun it onct an' got one of them growlers tied to me an' didn't have no job for 7 months. There's our Supt., for instance; he's a regular Prince Albert of a fella, an' you bet your boots we all like him, even if he did come off'n that Ohio Div. Then there's our chf clerk what tuk a furlo to go into the butcher shop bizness. Somebody musta killed the fatted calf for him. Hope he don't get no bum steer. We wisht our private secy would fall air to the job, but they is a job in heaven awaitin' her, which is better. An' our T. M.'s is both hale fellas, one of which wares dimons an' aint married. That is why he wares dimons. The other one we is skeert of losin' him, cuz ever sinse the 18th commandment he has ben ritin to the mare of Cuba for a job. An' our M. M. is a expert mechanical man, an' can't be beat, cuz he worked for Mr. Ingersol onct in his watch factory. An' our genial general foreman is the man what always explains them failures was do to the fac' that the eng. didn't have no steam, or nothin', which aint no fault of hisen.

Then there's our hard workin' road foremen of engs. what spends all their time an' a lot of the Co.'s money a ridin' Nos. 5 an' 6 an' kickin' cuz the porter 'lows people in the observation, 'side themselfs, which bother them so's they can't find no lo joints. An' our noble chf dispr what is fuller of suggestions than Mr. Bryan is of grape juice. Then cums our asst chf what raises chickens for a liven—them kind which lays eggs—jus' becuz he loves Nature so, an' works nites fer recreation.

There's our div. opr what is a handy man an' does ever thing on the div. 'cept operate. An' last but not least cumes our disprs. what is all swelled up cuz Mr. McAdoo sed they wuz officers. Guess he wuz kiddin' em, an' ment on'y from the neck down.

I cud dwell four hours discussin' the merits of the Chi. Div. an' its officers an'



Ida Dudley Craw, two year old daughter of Division Claim Agent Alex. Craw

men, an' cussin' the demerits of them other divs. an' etc., but I aint goin' to do it, cuz I aint got neither the time nor inclination.

Yours truly,
D. S. PATCHER.

Camden Ratrie, who has been Chief Clerk to the Superintendent at Garrett for the past 10 years, has resigned to go into business for himself at Garrett. Mr. Ratrie has been connected with the Baltimore and Ohio for almost 20 years, and the best wishes of his office associates and of his large circle of friends go with him in his new enterprise.

S. V. McKennon, fomerly Chief Clerk to the Division Accountant, has been promoted to Chief Clerk in the Superintendent's office to succeed Mr. Ratrie.

Homer Strome succeeds Mr. McKennon as Chief Clerk to Division Accountant. Mr. Strome was Timekeeper Clerk at Garrett until a few years ago he was sent to Pittsburgh as Clerk in the Division Accountant's office. His many friends here are glad to see him return to Garrett.

F. M. O'Haver has been appointed Agent at Commercial Avenue, South Chicago. Mr. O'Haver had been Agent at Wellsboro for a number of years and for the past three years has been in the Telegraph Department at Garrett.

G. J. Park, Chief Clerk in Train Dispatcher's office at Garrett, is ill at his home in Chicago. He has not been able to work for three or four months. We all hope, however, that he will be able to report for duty soon.

W. T. Spencer from Fort Mitchell, Va., wishes to express his appreciation of the kindness of the employes of the Chicago Division during his sad mission among us while trying to find the body of his brother, a fireman on the road, who fell from an engine in the St. Joe River. The body has not been recovered.

At Willard the employes are considering the improvement of the Y. M. C. A. recreation park by installing a swimming pool. A local welfare association has been organiffied with the following officers: President, J. P. Coats; Vice-President, K. E. Floeter; Treasurer, W. E. Mehl; Secretary, B. L. Johnston. They will make an extensive drive to increase the membership.

The many friends of E. B. Miller, who was with the United States Railroad Administration as Supervisor of Freight Car Repairs, headquarters at Washington, D. C., will be pleased to learn that he has resumed his former position as General Car Foreman, Chicago Division, with headquarters at Garrett. D. L. Gibson who was General Car Foreman during Mr. Miller's absence, resumes his position as Car Foreman.

The accompanying photograph shows Colonel J. W. Sellers, who, after serving 46 years as line man, Chicago Division, has been placed on the pensioned list and retired by the Western Union Company. Mr. Sellers has been a faithful and valuable employe for the Baltimore and Ohio as well as the Western Union; has faced many storms and performed creditable service under trying conditions, where a younger man would have failed. He is without doubt the youngest man for his age on the System. Too young and active to be considered idle, the Baltimore and Ohio has given him a position as crossing flagman at his home town, Fostoria. Mr. Sellers began his career as Switchman in the Newark yard in 1873 under W. H. Hoffman, general yardmaster. At this time W. C. Quincy was General Superintendent and William Franklin, Master of Transportation at Newark, Ohio. In 1879 Mr. Sellers went to work with line gang and remained in that service until retired, February 1, 1920



Colonel J. W. Sellers

G. W. Brunk, fireman on this division, departed from Garrett on March 28 for Boston, where, we are told, he was to embark on the sea of matrimony.

There is a great shortage of machinists and boilermakers at Garrett. Men of both crafts can be used.

We are pleased to announce the marriage of Miss Pauline Bennett, a daughter of Boiler Gang Foreman and Mrs. O. Bennett, and A. J. Hassett, boilermaker helper, Garrett enginehouse. The marriage took place at the home of the bride on West King Street. Hearty congratulations!

Passenger Fireman Albert Carlson and Miss Marion Novinger, daughter of Engineer George W. Novinger, surprised their many friends recently when they went to Chicago and returned to Garrett as Mr. and Mrs. Carlson. Best wishes for a long and happy married life!

Ernest Crowe, stenographer to Division Engineer Batchellor, has resigned his position and accepted a position as Secretary to General Manager of Wayne Oil Tank and Pump Company, Detroit. Miss Clarice Horn has been promoted to position vacated by Mr. Crowe.

Miss K. Ann Skilling, of the Division Accountant's office, appeared at work on March 29, wearing a new diamond ring. Ralph Hoffman, of the same office and whose home is at Auburn, Ind., is the lucky man. Good luck to them!

G. W. Hesslau has been appointed Claim Agent, in charge of Claim Department matters between Gary and St. Joe, Ind., headquarters at Garrett. Mr. Hesslau comes from Chicago, where he has had much experience in the same line of work. All departments extend to him a hearty welcome and will assist him in every way.

E. B. Henslee has resigned as Claim Agent, Chicago Division, to become a member of a well known law firm at Garrett, where he expects to follow his profession as a lawyer.

D. W. Koons from Hoytville, Ohio, has been appointed Agent at Republic, Ohio, in place of M. S. Seeley, who has resigned and moved with his family to California.

OHIO DIVISION

Correspondent, A. E. Erich, Chillicothe, Ohio

The accompanying picture shows part of the yard office force at Chillicothe. Left to right: O. E. West, general yardmaster; G. G. Wilson, interchange clerk; Wayne Wilbur, Howard Williams, yard clerks; Horace Williams, patrolman; E. R. Fisher, assistant yardmaster; Earl Jaynes and P. P. Stockman, yard clerks.



Yard Office Force Chillicothe



Renicks Yard Engine and Crew

The D. T. & I. freight force at Washington Court House, Ohio, returned to their depot March 1 with M. F. Lahey as agent, and all freight for their line is now handled at their depot. Congratulations, "Mike."

Foreman Orihood, at Washington Court House, and several of his men who have been ill with the "flu," are back with us again.

The many friends of Miss Bertha Dunlap, clerk in Freight office, Chillicothe, who was operated on for appendicitis several weeks ago, will be glad to learn she is getting along very nicely, and we hope to welcome her among us soon.

Supervisor P. Clark, at Washington Court House, attended the Supervisors' Convention at Chicago in March. Foreman Shinkle of Midland City was looking after things during Mr. Clark's absence.

J. P. Clark bid in the second trick ticket job at Washington Court House, but "Jimmy" says there is no place like Athens. We wonder why?

We are glad to report that Shop Accountant Edgar Somerset, who has been confined to his home with the "flu" for several weeks, is again with us.

The accompanying photograph shows Renicks Yard engine 2500 and crew: Left to right: C. S. Michaels, conductor; W. E. Loney, switchman; C. W. Ramsey, fireman; "Mac" McCollister, switchman; W. Davis, car repairer, and H. Ankrom, engineer.

H. F. Schwab, assistant storekeeper, Chillicothe, has been promoted to Storekeeper, New Castle, Pa. We congratulate him.

It is with regret that we heard of the death of Mrs. J. L. Kennedy, wife of Section Foreman at Martinsville. He has the heartfelt sympathy of all his friends.

D. B. Thurlow, 73 years of age, died at his home, March 8. Mr. Thurlow entered service as Freight Brakeman March 1, 1871, was later promoted to Conductor, serving in that capacity until January 1, 1915, when he was retired on pension.

Everet Newman is again able to be on the job after a five weeks' battle with the "flu."

Trainmaster "Dick" Mallen has returned from Martinsville, Ind., where he spent several weeks for his health. "Dick" certainly improved his looks while gone, so much so that "Bill" Graf, road foreman, is also thinking seriously of making a visit to Martinsville.

INDIANA DIVISION

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*

Spring is here. We noted the first signs the other day when Division Engineer's forces were at work leveling and rolling the tennis court in rear of the office building. The court has been put into fine shape, and the first game of the season was played by Division Engineer and his Secretary. From all indications, they both need lots of practice. This court has afforded ideal recreation for the office force and has been enjoyed by many. Former Superintendent E. W. Scheer, an ardent admirer of this sport, enjoyed many a game here, as also did former Trainmaster S. U. Hooper, now Superintendent of the Newark Division, and R. S. Welch, assistant to Engineer Maintenance of Way. Mr. Scheer, when he was at Seymour, won many a hard fought game, and now we have some players who think they can put it all over him. We would like to try him out.

While looking over one of our daily papers we notice that another brakeman of the Baltimore and Ohio picked up another North Vernon young lady, the one in the limelight this time being Maurice Coryea, the other, Miss Doris Lattimore.

On April 1, the C. T. H. & S. E. again took over their agency at Seymour after its being operated by us since October, 1918. They will reopen their passenger office and will have a two-trick telegraph office also. This relieves the operators at "JO" of considerable worry, for they handled C. T. H. & S. E. trains in and out of Seymour. We have made many friends with the C. T. H. & S. E. employes while in the discharge of our duties during the World War. Chief among these was the local conductor, Mr. Thompson,

better known as "Uncle Bing." "Charlie" Frey, operator at "JO," is one of the employes who regrets the loss of the agency because of the loss of extra work. We don't know how "Charlie" will get his fresh country butter now that "Uncle Bing" will get his orders over at the C. T. H. & S. E. building.

Mr. and Mrs. R. A. Temple have just returned from a very pleasant three months' visit in the Southwest.

B. A. Phillips bid in the second trick yard clerk position in Seymour Yard. We understand he is learning the whys and wherefores of the job by this time. We hope he will not hold up any more of our freight trains as he was reported as having done in his student days.

Miss Ruth Kaufman has just returned from a two months leave of absence, having undergone an operation in the Olney Sanitarium.

Robert White, who was formerly employed as temporary clerk in the Division Accountant's office, assisting in the compilation of man hour data for the United States Railroad Administration, has just announced his candidacy upon the Republican ticket for County Auditor. Prior to the World War, Mr. White was Deputy Sheriff of Jackson County. Mr. White has a good following in this county and we hope for his success.

Floyd P. Green, brakeman, better known as "Boots," is the proud father of a 9-pound son, born on March 29. Congratulations. Ten cent cigars, please!

ILLINOIS DIVISION

Correspondent, OMER T. GOFF, *Secretary to Superintendent*

Office Assistant General Freight Agent, St. Louis, Mo.

Correspondent, FRANCIS PIGLOSKY

We are pleased to announce the promotion of Edward Hart, Jr., from Assistant General Freight Agent to General Freight Agent, and that of J. G. Fry, our former City Freight Agent, to General Southwestern Freight Agent.

William F. Bollman, one of our commercial representatives, has been appointed Commercial Freight Agent.

It is with pleasure that we welcome back our former co-workers, Arnold Farrer and C. W. Browder, listing them among our freight representatives.

We regretted the resignation of E. C. Schlag, our former trace clerk on March 27.

Just a little information:

The rate on one horse, *carload*, from Odin, Ill., to Henderson is $1.60½. (Rather a large horse.)

Evidently our office force is a prosperous-looking one as inquiries have been made by automobile salesmen as to the "automobile owners" among us. Getting down to "brass tacks," I doubt if a majority of us could own anything better than the following indicates:

For Sale

One ——— car, with a piston ring,
Two rear wheels, one front spring.
Has no fenders, seat made of plank;
Burns lots of gas, hard to crank;
Carburetor busted half-way through,
Engine missing—hits on two.
Only three years old, four in spring;
Has shock absorber 'n ev'rything.
Ten spokes missing, front axle bent;
All tires punctured—not worth a cent.
Got lots o' speed, runs like the deuce;
Burns either oil or tobacco juice.
If you want this car, inquire within—
Helluva good car for the shape it's in.

However, some of the men feel prosperous enough to buy rag hats.

TOLEDO DIVISION

Correspondent, I. E. CLAYTON, *Division Operator*

J. W. Stevens has returned to duty after a six weeks' battle with the "flu."

D. J. Bergan, switchman, has returned to duty after a month's illness.

Mrs. W. A. Parks, wife of one of our pioneer switchmen, died on March 3 and was buried March 6. We extend to Mr. Parks our sincere sympathy.

Justus Burnett, conductor, has returned to duty after a two weeks' vacation.

Frank McManus, chief clerk to Assistant Superintendent Kelly, had a wonderful experience on the battle line for Uncle Sam, but it is now time he was having more serious experience. Girls, this is Leap Year; Frank is a mighty fine fellow and willing to make some girl happy.

East Dayton

Correspondent, EDWARD M. MANNIX

One of the signs of the welcome Spring is the brightening up of one's self and his surroundings. With the anticipation of fishing, baseball and vacations, it makes us feel and enjoy the wonderful blessings of Nature. The roundhouse looks bright and cheerful, and with its new coat of paint and whitewash, seems to be magically transformed.

In a short chat with Robert O'Neil, car foreman, and Walter Jackson, assistant car foreman, I learned they have about 12 different nationalities under their jurisdiction. These are only descendants, however, for the census kept in the office shows them to be 100 per cent. Americans.

Word was received recently from our old "Freight Bill" Stricklin, who was injured at the shops a short time ago, that he was convalescing nicely and would soon be back to the old routine.

If a shop roll of honor were established at this place we could point with pride to such men as: Robert O'Neil, John W. Riley, Pearl Shepherd, Frank Proctor, Harry Campbell, Robert Doudican, John Aveyard, A. J. Kight, and several others who have devoted more than a quarter of a century of their lives at this one place. Ever faithful and diligent, they are setting an example of loyalty that will live for ages. To these men let us say: "You commanded the respect of your associates; may you be spared for many years of usefulness."

Not to be outdone, East Dayton shops are organizing a baseball team. Preparations are already made for new uniforms, and spring practice is progressing nicely. Let us hear from the boys at points along the line for games, as we are open to book games immediately. We want to get acquainted with all the boys, and we assure our opponents that they will meet a gentlemanly bunch of ball tossers, who will make it interesting for them

Address Edward M. Mannix, Manager, Baltimore and Ohio Ball Club, East Dayton Shops.

SANDY VALLEY AND ELKHORN

From Our Office Cracks

(With apologies to Margaret Talbott Stevens)

By H. L. Graham

Telephone Maintainer, Jenkins, Ky.

When the evening train comes reeling in,
shooting sparks from out the stack;
When the loafers and the hackmen block
the doorway and main track;
When the frost is on the panes, obstructing
views of nature's splendors;
Views of mountains, valleys, streams, scenes
that only nature renders;
We need not pause to see them, tho' of
beauty there's no lack;
We miss nothing of the grandeur—we can
see it from a crack.

When the doors are closed, the windows
down, the wood piles 'round in stacks;
When over the holes where glass once was
we've put paper, glue and tacks;
When we have wrapped ourselves in overcoats and turned to the fire our backs;
We wonder whence the feathers come—'tis
snow blowing through the cracks.

We have our dreams of winter days in an
office, years away;
With walls of paint and plaster, where the
rats do not hold sway;
Where the snow and rain fall outside, where
roaches do not play,
Where cold north winds are never known,
where heat has come to stay;
We dream our dreams of a paradise, a place
where nothing lacks;
'Til wakened by a chilly draft from the
knot holes and the cracks.



Terminal Station, Jenkins, Kentucky

Old Put's Fire Boy

(*Continued from page 19*)

Mollie tossed her head, poked back a rebellious strand of wavy brown hair and, without looking up, wrote: "Small steak and French fries, 45 cents."

Tom Broderick was silent for a long time. He was thinking. "You don't seem to have a very good opinion of our green men," he said, finally. "Can't most of 'em stand it, or what?"

"It isn't so much a case of standing it, I guess," stated Mollie, still busy with tomorrow's menu; "it's just a case of some *do*, some don't. Mostly don't lately."

The door opened and the caller shambled in. "Broderick?" he interrogated. Mollie nodded her head toward Tom. The boy shoved his book onto the counter at the fireman's elbow. "Want you to relieve a fireman on the Buckland job. Extra 2324. They'll be in about half-past ten; they're up on the third iron waiting for a chance to cross over and get coal. Put your 'John Hancock' there."

Mechanically Tom entered his name in the caller's book. The caller went out. The fireman pushed his pie back, half eaten. The girl glanced at him.

"They are always after relief firemen for that job," she said.

"What's the matter?" demanded Tom.

"It's a *rawhide* for one thing, and I guess old Put Rowland rides them pretty hard for another."

Slowly Tom climbed down off the rickety stool. His face was very white and there was a peculiar glitter in his eyes. He fished in his pocket and dug out three crumpled bills.

"I guess you'd better give me a—a meal ticket," he said.

"You want a pie card?" Mollie raised her eyebrows and glanced at him with something in her gaze that hinted of a desire to laugh. "Hadn't you better wait till you come back from Buckland?" she suggested, with a sort of disquieting certainty.

All his life Tom Broderick had been a quitter, morally and physically. Never had he stuck at anything after the going got stony, and it was in his face. He felt a slow flood of crimson creeping up across his cheeks. A girl, a bright-eyed, clean-limbed young thing with an understanding of the railroad game and of the men it breeds, was flaunting the doubt that he had it in him to make good out there in the hills on the footplate of one of the Midland's big freight pullers. She didn't believe he could go out on that Buckland rawhide—and *stay*.

For an instant, Tom's eyes met those of the girl. He shuffled his feet uneasily, but crowded the three grimy one dollar bills toward her. "No," he said, "I'll take that pie card *now*."

At the door he paused, glanced back uncertainly, mumbled a half sullen, "Good night," and went out.

"Good night," said the girl—and smiled.

Chapter II.

"Fireman, hey? Well, by gad, you don't look like one!" Old Put Rowland, a flaring, smelly torch in one hand and a long-neck oiler and some greasy waste in the other, paused in the gangway of the big 2324 and carefully examined the newcomer "And how long have *you* been firin'?"

"This is my first trip—alone," admitted Tom reluctantly.

"*First trip!* Maud, Lucius, Jeremiah, Pat, another *stugent!* Jumpin' Judas Priest, all they been handin' me for a month is first trippers. Ain't they got anybody but hams? Where the Hades is Nolan?"

"I don't know," said Tom.

"Know! Know! Of course it ain't likely you would know! All alike! All alike! Don't know nothin'! Don't know a hook from a garden rake! Don't know any more about firing a engine than a two-year old! Shovel in green coal till they put the fire out; then hook it till it's clinkered to the arch. And you're the fourth weehawkin' yahoo I've had since we left Buckland. Not a fireman in the lot! No; nor the makin's of one!"

And Mr. Rowland slid to the ground, still rumbling ominously.

"If I was you, son," said a voice somewhere beyond Tom's immediate range of vision, "I wouldn't waste no time standing there looking mournful; I'd get terrible busy with that fire. It's awful dirty."

The speaker was the extra's head-end man, grabbing a bit of ease on the fireman's seat before heading the freight hauler back across the road. He went on:

"We come in here with a hundred and twenty-five pounds of fog and a prayer. Dig out some clinkers, shake 'er down and wind on the blower; then bale coal to the old fossil. If you ain't got a good heavy fire in her when we hit the pull up around the Bank Wall, Put will have half your grates bare when he starts to hit 'er."

Just what it was that induced Tom to remain after his discouraging reception in the cab of the 2324 we will not attempt to say. Far be it from us to accuse a man of getting his back up and carrying on in a fight just for the sake of proving to a bright-eyed girl whom he had never seen but half a dozen times in his life that he was *not* a quitter. Tom Broderick *may* have had it in him to tackle the job of firing the 2324 just for the satisfaction there would be in succeeding where others had failed. However, it can safely be asserted that *one* of the reasons which caused this student fireman on the Midland to grab for the long, heavy hook on the tender of the freight engine was the pie card in his pocket.

Forty miles of "hill" were ahead of extra 2324. Grades and flats, curves and grades, grades and sags, and then more grades—and always up. It was shovel to get them running; it was shovel to keep them going; it was hook and dig and fume to keep the black slack burning, and it was always more coal over from the back of the old-type of low-sided tender.

A roaring, belching blast of white heat burned the face of Tom Broderick; a hook, blistering hot for half its length and red and shapeless for the remainder, shrunk and fried grease from the new leather gloves which he wore; a number five scoop, much too large and with a sadly tattered edge that was forever catching against a loose bolt-head or picking up a sliver there in the ragged floor beneath the coal gates; an unquenchable thirst that frequent gulping swigs from the water jug did not allay; weak at the knees, a cavern in his stomach, a stitch in his back and his fingers cramped and so stiff that they were almost as useless as wooden ones—that was the fireman's story when extra 2324 went in at Coons to let No. 4 by.

Tom's eyes were bloodshot and his hair was full of cinders (his cap had been snatched away by a savage, darting eddy during one of those dizzy, plunging flights through a sag) and something deep inside of him begged him to quit. It may have been utter weariness, or it may have been a little touch of yellow, or it may have been a little of both. He climbed onto the seat on the left, thankful for a moment's respite, and began gulping in great gobs of fresh, cool air.

Again, however, the honeyless voice of eagle-eye Rowland distubed his peace, as the latter gentleman grabbed his long-neck oiler and torch, which he lighted by the simple process of jabbing its black snout at a glowing coal inside the fire door.

"That gosh-blasted old blower ain't goin' to get her hot for you, kiddo!" stated Put, flatly. "Shake the grates; then get down and dump



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the ashpan. You gotta get it bright underneath; she's black as your hat."

By repeatedly flinging the whole weight of his aching body against the stubborn shaker-bars, Tom at last was able to move them slightly. Once the rickety bar of one set of grates slipped, with the result that the fireman banged his head and knocked a great ragged piece of skin from the knuckles of his right hand. The ashpan, also, was fully as stubborn a factor, and yielded its portion of bangs and bruises.

Then he scrambled onto the tank and began to shovel over coal. He was somewhat surprised when the shack came climbing up through the gangway and began working at the sadly clinkered fire. Yes, and working with a certain deft ease that bespoke considerable familiarity with a hook and scoop.

"Right after those back corners," coached the brakeman, "all the time. Keep 'em full of green coal, buddy."

A few minutes later No. 4 came batting by. The head-end man slipped down through the gangway, lined the D-rail and headed the extra out. Tom sopped the perspiration from his grimy forehead and slumped up against a corner of the cab for a moment's respite. And then it was to begin all over again.

And always the "clock was walking back"—always the needle on the gauge creeping lower, never gaining, never even holding its own up there in that bit of illuminated space in front of the gauge light.

Twenty minutes later the 2324 died on a bit of heavy going, while again the fireman stubbornly fought through that weary task of getting her hot.

Followed many a weary mile that Tom Broderick will never remember. And yet never for an instant was there the thought of giving in, of admitting that he couldn't fire this condemned black old hog. He rather believed that he was going to show old Put, Nolan, the grinning crew dispatcher, and Mollie King, that *he* wasn't made of quitting stock. By the eternal shades of fire and brimstone, he would take their old mill over the hump or they could carry him off on a stretcher.

He hadn't been able to see the steam gauge for ten minutes; he hadn't tried to. They were moving, just moving. That was all he knew. Everything was blurry and there were other noises in his ears besides the ceaseless hum of the "gun." Suddenly he missed the fire door with a shovelful of slack by a foot, while the dust-like coal shot all over the deck.

"Damn!" gritted Tom, reaching painfully for another scoopful across the apron.

And then, from somewhere above him, there came the touch of a coarse, time-seamed old hand, from that somewhere there on the right a voice said evenly:

"Climb up here, son. Watch out for the blocks; keep 'em all green. If she shows yellow holler, and then look sharp for red eyes. There ain't no danger though of there being anything ahead of us. We're the last job on the road. But you're all right. You'll make a fireman. You've got the grit. This old kettle never was any good making steam. I'll see what I can do with the old scrap."

Silently Tom obeyed. Even as he climbed over the quadrant and past the huge reverse lever his knees buckled under him. And yet as he sagged from the cab window and drank thankfully of the refreshing night air, his eyes studying the blackness ahead, clear and alert in their new responsibility, there flitted through his mind that day-dream of tomorrow, of himself, Tom Broderick, the man who had won his first real battle in life, *some* day pulling his own train up here through the hills.

For hadn't he a right to dream his dreams now? Hadn't old Put Rowland, the harshest old engine driver on the worst old rawhide on the Midland, given his approval to a youngster, to a new-born man who had suddenly found that he didn't know how to say quit?

He rested at Ayer, and twelve hours later the Buckland job started west. There was another engine, a gloriously free steamer and a load of lumpy, snappy coal that crackled when it was touched by fire—and extra 2425 went home with a white feather and a red stack.

* * * * *

That was four years ago.

Tom Broderick is firing No. 4 and No. 1, two of the Midland's big crack fliers now. The other day he completed his time-card examination, and the chances are that soon he may be set up during the fall rush and will get an engine of his own for his first taste of the reward he won that night on the Buckland rawhide.

A little over a year ago Tom was married, and in the little home, which has for a presiding angel a bright-faced, happy-eyed personage known as Mollie, there is a soiled bit of meal ticket. Its rim has been perforated to the full extent of its face value. It reposes in a bit of a frame and is hung in a place of honor over the mantel. It signifies a battle that was won the night Tom Broderick went over the hump as old Put Rowland's fire boy.

The Personal Equation

By R. Garrigus
Clerk, Lima, Ohio

WHAT is the propelling force behind the SAFETY movement? Why does the Baltimore and Ohio Railroad spend thousands of dollars every year to spread the gospel of SAFETY? There must be a reason—a strong one, too. Let's think it over.

Where is a greater reason than the man who, through carelessness, very possibly his own, has lost his sight? Imagine yourself in his place. Close your eyes and put your hands over them. How would you like to go through the rest of your life in darkness? Still, you do not experience one-tenth of the darkness that he would.

Where is a greater reason than the man who has lost an arm or a leg because he took a short cut between or under cars and thereby tried to save a minute? That was a pretty big price.

Where in all the world is a greater reason than the man who has sacrificed his life on the altar of carelessness? For what IS greater than life? There is nothing else under the sun that cannot be made in the world's vast factories and shops. There is absolutely nothing else in the world of which man, with all his knowledge and wisdom, has not at least made a fair imitation.

Life is the one thing not quoted in the markets of the universe; it is the one thing that cannot be bought and sold at will. Would YOU throw dice with YOUR life at stake? No—decidedly, no! Then why persist in unsafe practices? Life, your life, your partner's life. That's the personal equation, the propelling force behind the SAFETY movement.

Building Business Boosters

THE SECRETARY OF WAR

March 19, 1920

My dear Mr. Baugh:

I constantly have a feeling that patrons of railroads ought to help the management by expressing their pleasure when they find good service. I have just returned from a journey on which I received very satisfactory service on dining car 1023, and I am glad to write of the fact to you.

Cordially yours,

(Signed) NEWTON D. BAKER.

Mr. E. V. Baugh,
Superintendent Dining Cars,
Baltimore & Ohio Railroad,
Baltimore, Md.

Look Into These Almond Profits You Railroad Men

Look into the character of the men who head our Association—shrewd level-headed business men who have invested large sums of their own money in almond orchards in the Paso Robles district, California.

Verify from any authoritative, disinterested source the facts regarding the profits now being made and the assurance of still greater profits to be made in the future from our big co-operative almond orchard development plan.

Apply the same rigid tests to this investment that you would to any other—and you will say just as emphatically as we do, that every claim we make is 100% fact—that we are offering by long odds and in every way the BEST investment opportunity that has ever been brought to your notice.



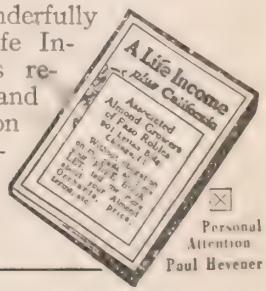
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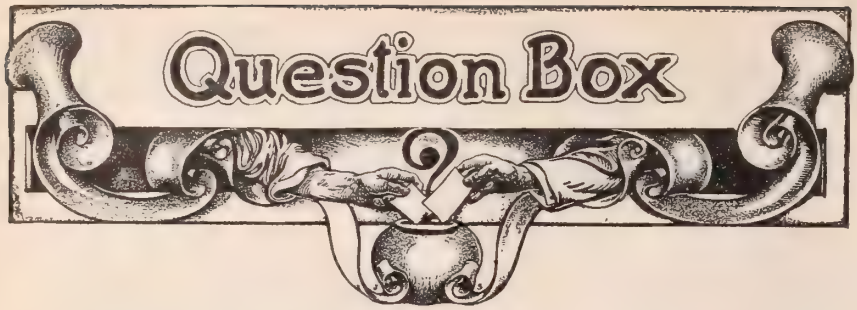
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Associated Almond Growers of Paso Robles
901-06 Lytton Building **Chicago, Ill.**



Air Pumped Direct to Boiler?

We were very glad to get the following letter from Mr. Barr:

STAUNTON, VA., March 1, 1920.

To the Editor—In these times when we are trying to save fuel, I would like to ask our mechanics for a little information which might be of service to them as well as to me.

If an engine can be run by mixing air with the steam, why can't an air pump be fastened to the frame of an engine under the boiler, so as to be geared up with the axle of the main drivers to furnish the power to operate the pump? Then this pump could pump air direct to the boiler with a check between it and the boiler. Of course, I understand it would only be of service while running; but when standing you don't use much fuel.

Don't you think a page should be set aside in our MAGAZINE for the asking of such questions?

Yours truly,

(Signed) W. T. BARR.

Many readers will remember that several years ago we had a "Question Box" in the MAGAZINE. An unusual amount of interest was shown in it for a time. This department can be made intensely interesting if we will but use it for information purposes—information about the hundreds of questions that occur to most employes about the work of his or other departments. As stated in the April issue of the MAGAZINE, a number of our officials have promised cooperation in handling these questions with authority and dispatch. C. A. Gill, superintendent, Motive Power, Eastern Lines, sent us the following complete and satisfactory answer to Mr. Barr's question:

It would be possible to design and build a pump to be driven by gears on a locomotive driving axle for the purpose of pumping air into the boiler. But it would not be practicable, for the air would cause the steam to condense, reducing the pressure. The mixture of air with the steam would also cause a loss in pressure in the transmission from the boiler to the cylinders on account of the cooling effect of the air, and the air not having the heat sustaining qualities of the steam. The loss in power in the cylinders would also be tremendous on account of the reduced expansion qualities of the steam—caused by the injection of air.

The dead-weight to be carried and the power lost by the operation of the pump, would alone take at least twenty-five per cent. more power than would be gained, and this, together with the reduction in steam pressure and power, would result in a greater loss of fuel and efficiency in the operation of the locomotive than under the present method.

Here's a Poser—Can You Do It?

E. N. Fairgrieve, car distributor in the office of the General Superintendent, Pittsburgh, and MAGAZINE correspondent there, sent in the following problem several weeks ago. Half a dozen or more of our technical men had a look at it and several of them promised to send in the solution. To date they have not "arrived." Can you solve it?

Pat and Mike, two energetic employes of a railroad, one time met at a little social gathering, and, after a while, the conversation drifted to the discussion of service records. Pat, being the older, was very proud of his record and keenly resented the assertions of Mike, who was prone to exaggerate, with a head full of knowledge, supposedly. The argument waxed warm, and Pat's feathers became somewhat ruffled.

"Begorra," said he, "Oiv been wurkin fer the road so long it's every tie Oi know from here to the sea coast. The two of us together have wurked forty-four years. Oi wurked twice as long as you whin Oi was in the service half as long as you will be whin you have wurked three toimes as long as Oi have whin Oi wurked three toimes as long as you."

"Be jabers," replied Mike, "it's a foine scholar yez are."

Who can tell how long Pat and Mike worked? The answer will appear in the next issue.

A Winning Combination

A BOOST from a railroad man of a foreign line is always appreciated. On March 12, Mr. Joseph J. Hooper, general claim agent of the Southern Railway Company, dined on our No. 6. After giving the order for his dinner he picked up a copy of the BALTIMORE AND OHIO MAGAZINE. At first he glanced at it casually, then became more and more interested, until finally he became so absorbed in its contents that he hardly noticed that his dinner was ready and waiting for him. When he was about to leave the dining car, he said to the Steward, E. H. Sherman, "This is the best railroad magazine I have seen. I have enjoyed it thoroughly and was deeply interested in all of the articles. Would you mind if I took it along with me?"

The Steward readily consented, and Mr. Hooper remarked as he passed out of the car that the MAGAZINE was comparable in excellence with the meal that had just been served him.

You Can Cut the Size of the Big Coal Bill

By F. Kerby

Supervisor Locomotive Operation, Cumberland, Md.

It's the little leaks that always count,
Make the fuel bills jump to a large amount.
The holes in the fires and netting, too,
They sure raise Cain with the CO'2s;
But you can stop them—help make them nil,
You can take a shot at the big COAL BILL.

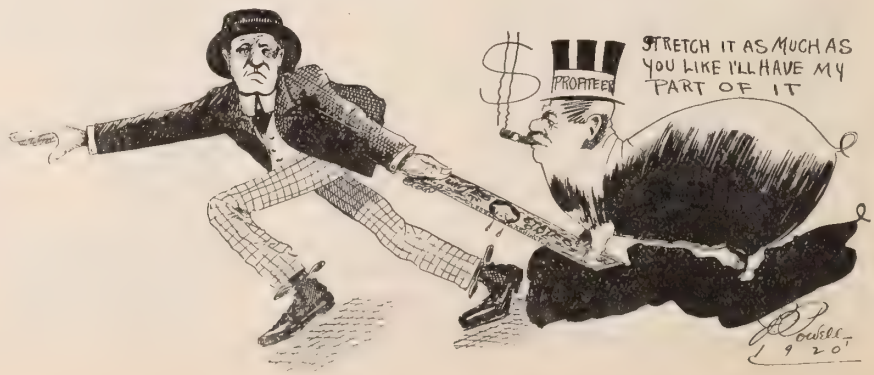
Don't go along with a listless head,
But be wideawake and think instead.
You have entered the service, fit and true
And the Company puts it up to you
To find these leaks. Don't rest until
You have cut the size of the big COAL BILL.

Prepare your fires and keep them bright,
Watch the netting and see that it's tight,
Carefully watch the smoke at the stack,
Have it just colored and not jet black.
Just use your head with a right good will,
To trim the size of the big COAL BILL.

Repair the joints that are leaking steam,
Have valves reset, flues good and clean.
Your chance is good for better pay,
If you roll up your sleeves and start today
To stop the leaks. Keep trying till
You've cut the size of the big COAL BILL.

As your goal grows nearer every day,
Monotony will soon give way
To interests new and to keen delight,
In keeping clean fires and joints good and tight.
And your work and mine will be easier still,
When you help cut the cost of the big COAL BILL.

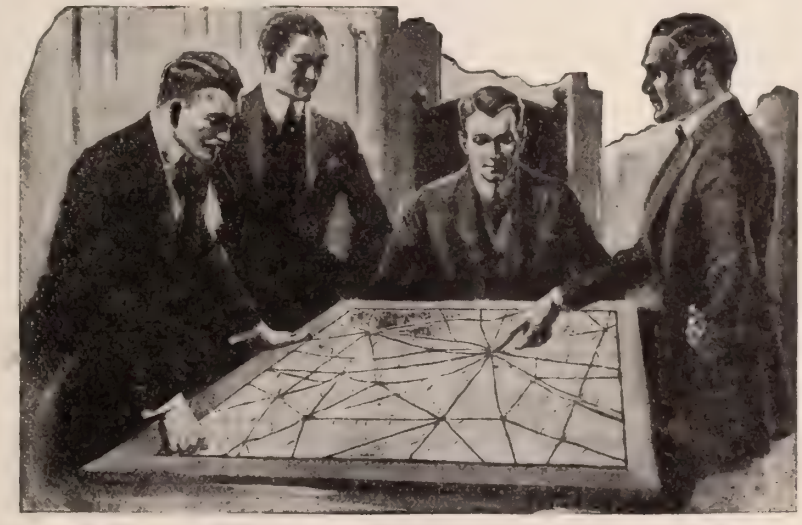
In Railroading, as in everything else, the most people go where the most satisfaction is given



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Every big business organization must have its traffic expert, its interstate commerce director—and yet not enough really competent men are available. In many places, "second-raters" are trying to direct the shipping while their employers are looking, inquiring, advertising for efficient men able to handle the complicated traffic problems which come up many times every day. This is your opportunity to get into an uncrowded profession—to make quick advancement—to step into a specialized calling—to be the man always needed and to earn a salary which many men do not reach after years of patient, plodding service.



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The LaSalle traffic experts will give you a thoro, specialized knowledge of the methods used by great shippers, railroad and steamship lines; instruct you in rates, classifications, routing, bills of lading, claims, demurrage, railroad accounting, organization, management, interstate commerce laws, etc. Every phase of the subject under the direction of a specialist. You get in months what years of experience alone would not bring, because you profit by the combined experience of many men acknowledged as traffic authorities. Every point made clear. The whole ground thoroly covered. You are prepared to act as a traffic manager because you have a grasp of the entire subject—ready to direct all phases of traffic work.

You need not leave your present position. LaSalle training is given by mail. You can become a traffic expert in your spare hours by the LaSalle method—thoroly prepared to hold a high salaried industrial or railway traffic position. You can pay for your training on our easy terms—a little each month if you wish.

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Mr. Fred Hoffman took LaSalle training in traffic and reports 500 per cent profit on the cost of his course. Harold Watson got 400 per cent salary increase. B. S. McMullen rose from freight checker to General Manager. Reports like these come to us daily.

Already over 200,000 ambitious men have profited by LaSalle training. More than 35,000 enroll annually in our various courses, getting the benefits offered by an organization of 950 people including 450 business experts, instructors, text writers and assistants. Thousands of LaSalle men are employed in the offices of great corporations like the Pennsylvania R. R., Armour & Co., Standard Oil Co., U. S. Steel Corp., etc. Not only men seeking advancement but many prominent executives have found in these courses the way to larger success.

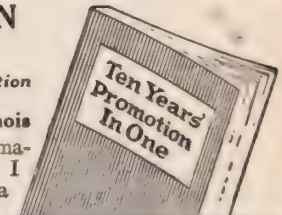
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- ☐ Coaching for C. P. A. and Institute Examinations

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Present Position .....

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A First-Rate Engineman

WE NEVER get tired of telling a story like the one told by the following letters. This is the kind of work that is appreciated; it not only establishes a record for the man himself, but is a credit to his officers and a reflection on the policy of the Railroad and its Safety education:

VIRGINIAN RAILWAY.

ST. LOUIS, February 2, 1920.

Superintendent, Illinois Division,
Baltimore and Ohio R. R.,
Washington, Ind.

Dear Sir—I wish to express a word of appreciation of the engineer who hauled the first No. 1 in this afternoon from Washington. His thoughtfulness in notifying section forces, especially in obscure places, by the usual signal of a following section, was a delight to listen to. He also notified the conductors of long freight trains, waiting on sidings, in the same way. At the crossing just west of the Wabash River, where there was an approaching auto, I never heard an engineer using greater care to tell them of his coming. As my work on the Virginian is largely with section foremen, I could not help but appreciate his care, and think that if the great body of railway workmen would bring to their work such kindly thoughtfulness, it would make our individual and national experience much more peaceful and happy.

Yours truly,
(Signed) A. B. PICKELL.

Care of Agent, Virginian Railway,
Roanoke, Virginia.

FLORA, ILL., February 6, 1920.

MR. A. B. PICKELL,
Care of Virginian Railway,
Roanoke, Virginia.

Dear Sir—Referring to your letter of February 2, dated St. Louis, I want to thank you for complimenting our engineer. However, in all probability, if you make a return trip over our line with a different engineer you will find him doing the same thing.

We were one of the pioneers in the SAFETY movement and our men have been educated along these lines. Engineer W. A. Borders, who was pulling first No. 1 on February 2, is one of the oldest engineers on the Illinois Division and this is an every-day occurrence with him. He was simply obeying our rules, which require him to whistle signals to section men and both ends of freight trains. However, I thank you for your letter, as I am glad to hear from outsiders that our men are complying with our rules.

In order to show Engineer Borders that things like this are noticed by outsiders and also for the benefit of other railroad men on the division, I am going to have your letter published in the BALTIMORE AND OHIO MAGAZINE.

Yours truly,
(Signed) C. G. STEVENS,
Superintendent.

W. A. Borders entered the service of the Company as a Fireman, January 17, 1881, was promoted to Engineer on March 25, 1884, and to Passenger Engineer on April 27, 1903. He is one of the best engineers on the Illinois Division and several reports of his good handling of passenger trains have been received.

An Italian weekly, *The Gazzettadel Massachusetts*, pays this tribute to Lincoln:

"Let us honor the name and memory of Abraham Lincoln, the most beautiful American figure the world ever saw. Humanist and literary man; statistician and diplomat; man of steel mind and with a heart as soft as that of the Nazarene; rigid as a soldier at his post and honest to exaggeration as president; an American in all his veins and in every throb of his heart, but a brother in spirit of all the oppressed and of all the races and creeds—he was predestined; and was the greatest liberator of all times."

Keep Up the Good Work, Mr. Smith

CHICAGO, February 4, 1920.

To the Editor:

In a recent issue of our MAGAZINE, my attention was drawn to the encouraging remarks made by passengers on the service rendered on the car which I had the honor to be in charge of during the month of November. That was a big reward, indeed, for my little endeavor to make passengers feel at home on our Railroad, and I am proud of it.

If every employe who is a buffer between the public and our Railroad would show the public our appreciation of their patronage, and would study to please and to be courteous, half the battle would be won.

If they would only think quickly before the tongue slips and antagonizes the patrons, it would eliminate a great deal of dissatisfaction and censure on the part of the public. During the two years I have been in our Dining Car Department, I have found that our trainmen, our dining car men and our sleeping car men are very superior, always ready and willing to do their utmost in the interest of the service, the comfort and the convenience of the traveling public.

Yours very respectfully,
(Signed) J. E. SMITH,
Steward D. C. 1020

Sunday School in a Pullman Car

WE HAVE heard many stories of resourceful conductors, but the following incident as told by S. W. McNabb, district superintendent of the Pullman Company in Baltimore, is quite a variation from the ordinary. The conductor in this case is a Baltimore man, R. L. Hamilton, who has been known to demonstrate his thoughtfulness for patrons in many unusual circumstances.

On Sunday morning, February 29, a lady passenger in car Naumkeag, Baltimore and Ohio train No. 7, en route Washington to Chicago, accompanied by her son and daughter, informed the Pullman Conductor, R. L. Hamilton, that both of the children held records for regularly attending Sunday School and that each received a gold bar for each year of such attendance. But, as No. 7 would not reach Chicago until too late for Sunday School service, she was anxious to see where they could get off the train, attend Sunday School, and then catch a later train into Chicago.

The Conductor informed her that Willard would be about the best place; that they could leave there on No. 9 for Chicago after attending Sunday School. However, he suggested further that it might not be necessary to do this and that he would discuss the matter again a little later. The party then went to the diner for breakfast. Mr. Hamilton was resourceful and looked over his passengers. Finally he approached a gentleman and asked him if he saw anyone on the car who might be a Minister of the Gospel. The gentleman replied "No, but I teach a Bible class in Minneapolis." The Conductor explained the situation and the gentleman agreed to teach the Sunday School lesson.

On the return of party from the diner, the Pullman Conductor made known the result of his investigation; sections 9 and 10 were made ready for service, and Mr. D. M. Graham of 1210 Twenty-fifth St., Minneapolis, Minn., taught the lesson to Mrs. Jake Haman, Mr. Jake Haman, Jr., and Miss Olive Bell Haman, all members of the family of Vice-President Haman of one of the western railroads. The Pullman Conductor then gave a signed statement to Mrs. Haman attesting that the service was held in car Naumkeag, Baltimore and Ohio train No. 7, somewhere in Ohio on Sunday morning at 9.30 a. m., on February 29, and that the lesson was taught by Mr. D. M. Graham, so that this certificate could be presented to their home Sunday School and the children get credit for attending Sunday School even though traveling at the time.

Democracy and Socialism

DEMOCRACY and socialism are becoming confused in the public mind. To treat individuals equally is the essence of democracy. To make individuals equal in substance, largely by unequal treatment, is the essence of socialism. There has been too much of the latter and too little of the former in recent legislation and in labor union practice.

The socialists would first destroy capital, the third one of the inalienable rights of man—life, liberty and property—and then the second one, liberty, for each individual, fearing he may do more than his share of work, slackens his pace until the mass finds there is not enough produced to even sustain life, not to mention the conveniences of civilization. Then the mass, through themselves or through a dictator, find it necessary to force themselves to work. Virtual slavery is thereby established and liberty vanishes.

Fortunately, in an enlightened state the instinctive feeling that the laborer is worthy of his hire and that one is entitled to own what he may rightfully acquire, coupled with instinctive hatred of slavery, will ward off full socialism, communism, Bolshevism, etc., but it is well not to flirt too much with these ideas, as is the present tendency, or the whole population will be made miserable and degraded.—*Edward P. Casey, in N. Y. Tribune.*

Passing the Buck

WE are told that a broker, en route to Palm Beach, stepped out on a station platform during a stop to change engines, carrying, for certain reasons, his traveling bag, which he set down beside him. Presently a man bore down upon him and demanded, "Is that your bag?"

Although his interrogator was not in uniform, the broker, remembering the bag contained 3 bottles of whiskey and fearful of prohibition sleuths, promptly answered, "No."

On this the stranger seized the bag and disappeared. Bemoaning the loss of his favorite beverage, the broker strolled to the other end of the platform. There stood another traveler with a bag at his feet. Seized with a sudden inspiration, the broker stepped up to him and asked, "Do you own that bag?"

"No," came the reply.

So the broker seized the bag and boarded the train. After a while he opened the bag. It contained 5 bottles of liquor.

—*Coast Banker.*

Sharp Shots

By Dinty Moore

Men won't admit it, but a great majority of them are expert dish-washers.

Every married couple who have a son think that he ought to be President.

What has become of the o. f. milk wagon that used to come around and ring a bell?

Why is it that it will take a girl about four hours to paint and powder and then put on a knee-length (m. or l.) skirt? Who does she think is going to look at her face?

Did you ever see a person act as foolish as a girl who is just engaged?

It sure gets your goat when you stop in at your favorite cafe and the barkeep, who formerly dished out the red eye, asks you, "What are you going to have, milk or sarsaparilla?"

A woman can come out in January with low cuts and a straw hat and get away with it, but if a man tried it he would be put in the strong ward.

Cars Are Only Earning When Wheels Are Turning

Magazine Correspondents Attend Veterans' Meetings

Some of our Veterans' Associations invite the Magazine correspondents of their respective localities to attend their meetings. This enables our division people to keep in touch with the activities of the Veterans through the Magazine and, if generally adopted, would be of assistance to the various Veterans' chapters. Our correspondents will be glad to help the secretaries of the chapters in preparing notes of meetings, interesting articles, etc., for the Magazine. It is a good thing for the *old* boys and the *young* boys to get together once in awhile, anyhow.

If You Want To Be Loved

Don't contradict people, even if you're sure you're right.

Don't be inquisitive about the affairs of even your most intimate friend.

Don't underrate anything because you don't possess it.

Don't believe everybody else is happier than you.

Don't conclude that you have never had any opportunities in life.

Don't believe all the evil you hear.

Don't repeat gossip, even if it does interest a crowd.

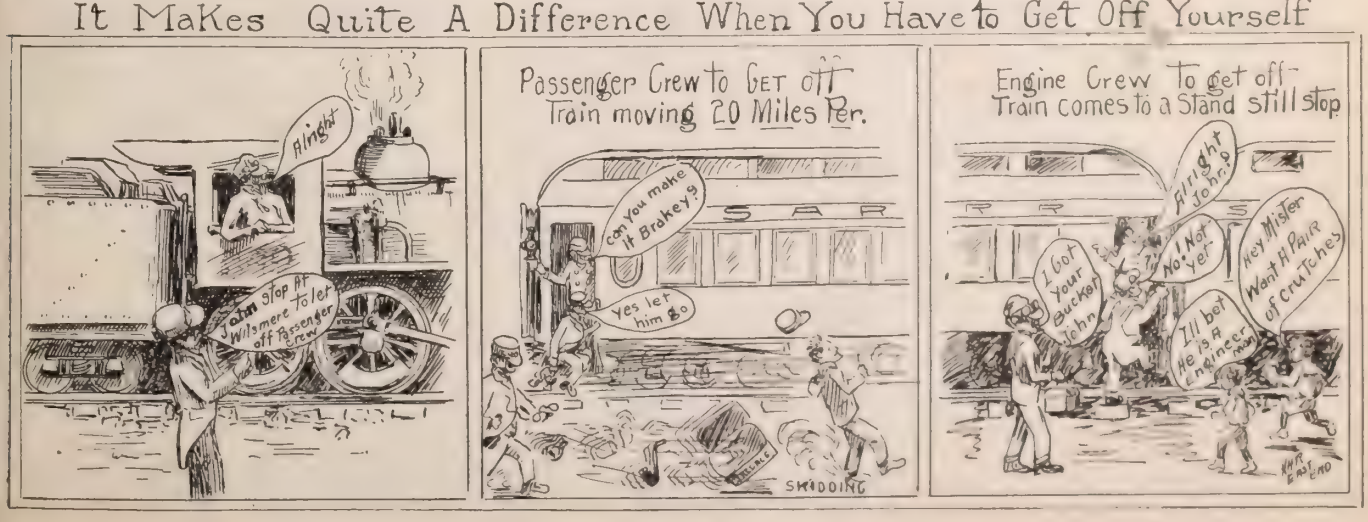
Don't jeer at anybody's religious belief.

Learn to hide your aches and pains under a pleasant smile. Few care whether you have the earache, headache, or rheumatism.

Learn to attend to your own business—a very important point.

Do not try to be anything else but a gentleman or gentlewoman, and that means one who has consideration for the whole world, and whose life is governed by the Golden Rule, "Do unto others as you would be done by."

CHECK YOURSELF UP.—*Exchange.*



Misuse of Registered Stamps, Form 578—Spl., on Railroad Business Mail

By J. C. McCahan, Jr.
Manager Mail and Express Traffic

UNDER date of March 1, 1920, the following circular was issued by this office:

TO ALL CONCERNED:

Registered stamps, Form 578—Spl., will not be affixed to any matter, except they may be used for transmitting pay checks, pay rolls, vouchers, tickets, coupon books, meal checks, important documents of the Relief and Savings features and for transmitting packages of mail and mail pouches by officers between their offices and themselves when on line. They will not be affixed to mail addressed to other railroads and when mail covered by such stamps is received from other railroads it will not be signed for or recorded but treated as ordinary mail. Currency, coin and Liberty bonds will not be transmitted by train mail, either registered or non-registered.

The purpose of curtailing the use of these stamps is to eliminate unnecessary use, an abuse which still continues, and which works a hardship upon baggagemen, agents and others in handling such mail. The use of registered stamps does not expedite the handling of R. R. B. mail because of the time consumed in the preparation of waybills, recording of stamp numbers, taking receipts, etc. On heavy baggage car runs the handling of so many of these stamps interferes with other work of baggagemen.

The abuse has been one of long standing and seems to have grown into general practice; in many instances apparently no consideration is given to character of mail in the use of registered stamps. We know of a recent case where four registered stamps were placed on the back of one envelope. The sender evidently thought the stamps were some kind of sticker for fastening envelopes. There are thousands of pieces of important mail handled in and out of Baltimore each day without being registered and which reach destinations safely and promptly. There is no reason why all mail cannot be so handled and it is only upon matter of extreme importance, such as that indicated in the circular referred to, that may warrant special record.

Instructions are now in effect that where baggagemen are in a position to observe mail matter being sent out under registered stamps that is of such character as to not warrant their use, to report each case to the Manager Mail and Express Traffic, giving character of contents, where known, and the stamp number. In this way we hope to reach the office at fault for the misuse of registered stamps.

Cooperation on part of all offices toward restricting the use of these stamps to only important matter indicated will aid us in giving ordinary mail quicker attention and will assist in the efficient handling of traffic in baggage cars.

RELIEF DEPARTMENT—ADVISORY COMMITTEE

Conducting Transportation Department

W. S. Berkmeyer	Conductor	Canton, Ohio.
J. H. Coulbourn	Passenger Brakeman	Philadelphia, Pa.
George G. James	Conductor	Baltimore, Md.
John F. Wunner	Clerk	New York, N. Y.

Motive Power Department

L. A. Cather	Machinist	Fairmont, W. Va.
William D. Lenderking	Plumber	Baltimore, Md.
Henry Loveridge	General Foreman	East Chicago, Ind.
H. W. Oldenburg	Car Inspector	Cincinnati, Ohio.

Maintenance of Way Department

Ira E. Baker	Section Foreman	Kanawha Station, W. Va.
J. J. Price	Account Clerk	Newark, Ohio.
J. W. Richmond	Water Station Foreman	Garrett, Ind.
J. F. Thome	Section Foreman	Aviston, Ill.

STATEMENT OF PENSION FEATURE

The following employes were honorably retired during the month of March, 1920, with pensions:

Name	Last Occupation	Department	Division	Years of Service
Host, Daniel L.	Trainmaster	Cond'g Transportat'n.	C. & N.	37
Hovermale, Fred. W.	Fireman	Cond'g Transportat'n.	Baltimore	38
Jessop, Hiram J.	Machine Operator	Motive Power	Newark	46
Quinn, Martin	Machinist Helper	Motive Power	Connellsville	48
Schaidt, Henry	Laborer	Maintenance of Way	Cumberland	25
Stone, Benjamin F.	Telegraph Operator	Telegraph	Connellsville	40
Stull, Benjamin R.	Engineer	Cond'g Transportat'n.	Baltimore	32
Thomas, William H.	Material Distributor	Stores	Baltimore	48
Wells, William I.	Engineer	Cond'g Transportat'n.	Ohio River	41

The payments to pensioned employes constitute a special roll, contributed by the Company.

During the calendar year 1919, $331,920.15 was paid out through the Pension Feature to those retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, are $3,949,968.95.

The following employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Connors, Matthew, D.	Engineer	C. T	Chicago	March 17, 1920	14
Crown, George F.	Trackman	M. W	Baltimore	March 13, 1920	37
Doud, Michael	Laborer	M. P	Baltimore	March 6, 1920	40
Dowling, Matthew, Sr	Painter	M. P	Cumberland	March 9, 1920	34
Mohler, John H.	Car Builder	M. P	Cumberland	March 15, 1920	33
Monahan, Nicholas	Pumper	M. W	Newark	March 16, 1920	44
Murdock, George A.	Carpenter	M. P	Newark	March 11, 1920	39
Quinlan, James	Section Foreman	M. W	Chicago	March 23, 1920	31
Remsberg, Calvin F	Laborer	M. W	Baltimore	March 22, 1920	20
Ridings, George W.	Passeng'r Conductor	C. T	Baltimore	March 15, 1920	46
Riley, James W.	Watchman	M. W	Cumberland	March 1, 1920	41
Sinnott, John	Machinist Helper	M. P.	Mt. Clare	February 13, 1920	32
Stone, Benjamin F.	Telegraph Operator	Tele.	Connellsville	January 22, 1920	40
Stunz, Herman P.	Machine Hand	M. P	Baltimore	March 10, 1920	25
Taylor, Robert I	Material Distribut'r	Stores	Baltimore	February 5, 1920	17
Thurlow, David B	Conductor	C. T	Ohio	March 8, 1920	41
Weisgerber, Edward I.	Master Mechanic	M. P	Baltimore	March 19, 1920	51
Welsh, Thomas	Laborer	M. P	Connellsville	February 20, 1920	41

A Good Universal Military Training Plan

A SMALL Regular Army supplemented by a large Citizen Army is the ideal sought in The American Legion Army Reorganization Bill (Senate Bill 3792) to which the support of the Legion is pledged through its National Legislative Committee in accordance with resolutions adopted at the Minneapolis Convention.

The provisions of the bill may be summarized as follows:

The large citizen army would be composed of all young men between the ages of eighteen and twenty-one, who would take a four months' course in intensive training—vocational, educational and military.

Veterans of the war would not be called upon to serve these four months or to take any other training, although provisions probably would be made to accept veterans who volunteered to assist in the training program.

Young men could elect, if they so desired, to substitute for the four months of intensive training an enlistment of three years in the National Guard. This National Guard service would be under rules specified by the Federal Government, requiring weekly drills and certain standards of proficiency.

The training proposed would not interfere unduly with the regular occupations of the young men enrolled because there would be both Winter and Summer periods of which they could make their choice. This would enable the youth working on a northern farm to select the Winter training period and be assigned to a training camp in the South. In any event, he would be away from home a comparatively short time and he would not be absent during the harvest season.

Furthermore, young men would be placed in training according to the service for which they are best suited. For example, negro youths of the South who had not gone far in schooling might be enrolled in labor battalions. In these they would acquire the rudiments of drill, but more important, would learn habits of right living.

Are Present Property Prices Based Upon Real Values?

For thirty-five years the Relief Department has given Baltimore and Ohio employes the best possible advice on the values of real estate. Now, when rentals and selling prices are higher than they have been for years, is the time for the prospective buyer of a home to seek unbiased advice.

Some real estate men and dealers in building materials think that high prices will stay; others, equally experienced, think that the high prices will drop. No prediction seems to be based on anything more than an individual opinion. There are so many factors to be considered that there is much guess-work to it.



(Here is a home at Relay, Md., which we are helping one of our employes buy. A comfortable house, with enough ground for garden, chickens, etc. This man writes us that he wouldn't go back to his rent-consuming apartment for anything!)

One thing, however, the Relief Department can do. It can judge fairly of the circumstances in a particular case. It will tell the prospective purchaser whether the price demanded seems fair or shows evidence of profiteering. The Relief Department will help Baltimore and Ohio employes, but cannot lend money on speculative values. To do so would be to help the borrower to a poor bargain. Isn't that true? Isn't it fair?

We wish to protect the employe who buys, and must protect those whose money we are investing.

Our building inspectors are familiar with costs of material and property values along the entire Baltimore and Ohio System. The service of these men is yours for the asking. Address

"Division S,"
Relief Department,
The Baltimore and Ohio Railroad,
Baltimore, Md.

Stifel's Indigo Cloth

Standard for over 75 years

STIFEL REGISTERED

This is Mr. Charles Broll, one of the oldest engineers of the Baltimore and Ohio, who runs the famous "Royal Blue." Mr. Broll wears and swears by "true blue" Stifel's Indigo Cloth.



Since the time of the first railroads, strong, sturdy, fast-color, never-break-in-the-print Stifel's Indigo has been the popular garment cloth for railroad men. Before you buy

OVERALLS, COVERALLS, JUMPERS or UNIFORMS

look for this trade-mark on the back of the cloth inside the garment. It is the guarantee of the genuine Stifel's Indigo Cloth, which never has been successfully imitated. Garments sold by dealers everywhere. We are makers of the cloth only.

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Indigo Dyers and Printers
Wheeling, W. Va.

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NEW YORK	260 Church St.	BALTIMORE	Coca Cola Bldg.
PHILADELPHIA	1033 Chestnut St.	ST. LOUIS	604 Star Bldg.
BOSTON	31 Bedford St.	ST. PAUL	233 Endicott Bldg.
CHICAGO	223 W. Jackson Blvd.	TORONTO	14 Manchester Bldg.
SAN FRANCISCO	Postal Telegraph Bldg.	WINNIPEG	400 Hammond Bldg.
ST. JOSEPH, MO.	Saxton Bank Bldg.	MONTREAL	Room 508 Read Bldg.
VANCOUVER	506 Mercantile Bldg.		

Baltimore and Ohio Magazine



June 1920

Makers of The Flag

THIS morning, as I passed into the Land Office, The Flag dropped me a most cordial salutation, and from its rippling folds I heard it say: "Good morning, Mr. Flag Maker."

"I beg your pardon, Old Glory," I said, "aren't you mistaken? I am not the President of the United States, nor a member of Congress, nor even a general in the army. I am only a Government clerk."

"I greet you again, Mr. Flag Maker," replied the gay voice, "I know you well. You are the man who worked in the swelter of yesterday straightening out the tangle of that farmer's homestead in Idaho, or perhaps you found the mistake in that Indian contract in Oklahoma, or helped to clear that patent for the hopeful inventor in New York, or pushed the opening of that new ditch in Colorado, or made that mine in Illinois more safe, or brought relief to the old soldier in Wyoming. No matter: whichever one of these beneficent individuals you may happen to be, I give you greeting, Mr. Flag Maker."

I was about to pass on, when The Flag stopped me with these words:

"Yesterday the President spoke a word that made happier the future of ten million peons in Mexico; but that act looms no larger on the flag than the struggle which the boy in Georgia is making to win the Corn Club prize this summer.

"Yesterday the Congress spoke a word which will open the door of Alaska; but a mother in Michigan worked from sunrise until far into the night, to give her boy an education. She, too, is making the flag.

"Yesterday we made a new law to prevent financial panics, and yesterday, maybe, a school teacher in Ohio taught his first letters to a boy who will one day write a song that will give cheer to the millions of our race. We are all making the flag."

"But," I said impatiently, "these people were only working."

Then came a great shout from The Flag:

"The work that we do is the making of the flag.

"I am not the flag; not at all. I am but its shadow.

"I am whatever you make me, nothing more.

"I am your belief in yourself, your dream of what a People may become.

"I live a changing life, a life of moods and passions, of heart breaks and tired muscles.

"Sometimes I am strong with pride, when men do an honest work, fitting the rails together truly.

"Sometimes I droop, for then purpose has gone from me, and cynically I play the coward.

"Sometimes I am loud, garish, and full of that ego that blasts judgment.

"But always, I am all that you hope to be, and have the courage to try for.

"I am song and fear, struggle and panic, and ennobling hope.

"I am the day's work of the weakest man, and the largest dream of the most daring.

"I am the Constitution and the courts, statutes and the statute makers, soldier and dreadnaught, drayman and street sweep, cook, counselor, and clerk.

"I am the battle of yesterday, and the mistake of tomorrow.

"I am the mystery of the men who do without knowing why.

"I am the clutch of an idea, and the reasoned purpose of resolution.

"I am no more than what you believe me to be and I am all that you believe I can be.

"I am what you make me, nothing more.

"I swing before your eyes as a bright gleam of color, a symbol of yourself, the pictured suggestion of that big thing which makes this nation. My stars and my stripes are your dream and your labors. They are bright with cheer, brilliant with courage, firm with faith, because you have made them so out of your hearts. For you are the makers of the flag and it is well that you glory in the making."

Delivered on Flag Day, 1914, before the employes of the Department of the Interior, Washington, D. C., by Franklin K. Lane, Secretary of the Interior.



There Is Where You Can Own a Big Paying Almond Orchard

Buy NOW for Next Season's PLANTING

Don't wait. Make your reservation for an almond tract now. Available acreage for next season's planting is being rapidly taken up. Quick action is now necessary. Investigate this wonderful opportunity at once. Get all the facts. Read the whole story in our wonderfully interesting illustrated booklet, "A Life Income Plus California." Mail coupon for your free copy today. We can still arrange for a planting for next season, if you hurry.

Major Paul Hevener, former Superintendent of Insurance for the Rock Island and now our Assistant Sales Manager, has thoroughly investigated this proposition and strongly recommends it to his railroad friends.

Just see how rapidly the Rock Island family at Paso Robles is growing. These men have eagerly grasped this wonderful opportunity which insures for them financial independence for life when they get ready to quit railroading. It's just the chance you have long been waiting for.

THE ROCK ISLAND FAMILY at Paso Robles

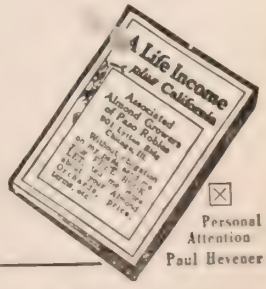
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$2500 to $3000 a Year for Life From a 10-Acre Tract

You owe it to yourself to find out why such surprisingly big profits can so easily be made from 10 acres of almonds. You may think that we are overshooting the mark when we say that from $250 to $300 an acre is a very conservative estimate. But we are not. We have facts and figures to present to you which positively prove that our estimates are far below the actual returns. Let Major Hevener tell you about it. He will give you absolutely straight facts.

While out at Paso Robles he investigated every phase of the almond industry. He looked all along the road to see if he could find any loose spikes in the whole proposition—and *he could not find a single one!* He bought two 10-acre tracts for himself and considers it the wisest investment he ever made. He figures that, come what may, he is fixed for life, just as are many other railroad men who are putting aside a part of their earnings for the purchase of one or more of these almond tracts.

Small initial payment—easy monthly payments—half the purchase price taken from the crops—700 pedigreed bearing almond trees to each 10-acre tract—your funds safe-guarded by one of the largest Trust Companies on the Pacific Coast—these are just a few of the features of this remarkable opportunity.



☒ Personal Attention Paul Hevener

FREE Illustrated BOOK! This is the most authoritative book on almond growing for profit ever published. It tells you how we came to select the Paso Robles district—why the most desirable almond growing lands in all California are found in the Paso Robles district—pictures of the entire almond growing industry. Beautifully illustrated throughout. Mail coupon today.

Associated Almond Growers of Paso Robles
901-06 Lytton Building **Chicago, Ill.**

Associated Almond Growers of Paso Robles, Lytton Bldg., Chicago

Name.....

Address.....

City..... State.....

B. & O. 6

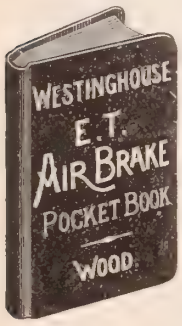
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WES[T]INGHOUSE E-T AIR BRAKE INSTRUCTION POCKET BOOK

By WM. M. WOOD, Air Brake Instructor

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Contains examination questions and answers on the E-T equipment. Covering what the E-T Brake IS. How it should be OPERATED. What to do when DEFECTIVE. Not a question can be asked of the ENGINEMAN UP FOR PROMOTION on either the No. 5 or the No. 6 E-T equipment that is not asked and ANSWERED in the book. If you want to thoroughly understand the E-T equipment get a copy of this book. It covers every detail. Makes Air Brake troubles and examinations easy.



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Illinois

21-Jewel Bunn Special—Made for Railroad Men.

Gold-Filled Knife and Chain FREE

Choice of Dickens, Waldemar (shown in cut) or Vest Chains.

Free now in addition to our special offer.

Guaranteed to Pass Inspection on All Roads.

No Money Down

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His Idea of a Phenomenon

A darky being asked the meaning of the word phenomenon, answered in this manner:

"De oder day Ah was walkin' down a country road admirin' de scenery. Ah seen a thistle growing by the roadside. A little further on Ah heard a bird singin' in a tree. Now, if Ah seen dis cow sittin' on dat thistle like a bird, Ah'd call dat a phenomenon." —Springfield *Union.*

Cars Are Only Earning When the Wheels Are Turning

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A Real Pessimist

Two Scotchmen sat beside the road puffing away at their pipes and talking of pleasure.

"I dinna ken just what real pleasure is," said one gloomily. "There's aye summut to spoil things fer you."

"How do you make that out?" asked his companion.

"Well, take smokin' fer instance," said the other, "if ye're smokin' yer ain 'baccy ye're thinkin' of the awfu' expense, and if ye're smokin' some ither bodies 'baccy yer pipe is rammit so tight it winna draw."—CHARLES W. HAMILTON, Correspondent, Wilmington, Del.

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Dus-Tessing

Sympathizer: "What's the trouble, laddie?"

Stage Manager: "The show's ruined, my boy, Lady Godiva's bobbed her hair." —London *Sketch.*

The Best Parable

Parson: "Do you know the parables, my child?"

Johnnie: "Yes, sir."

Parson: "And which of the parables do you like best?"

Johnnie: "I like the one where somebody loafs and fishes." — Philadelphia *Record.*



BALTIMORE & OHIO MAGAZINE

Volume 8 Baltimore, June, 1920 Number 2

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to promote community of interest and greater efficiency among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request



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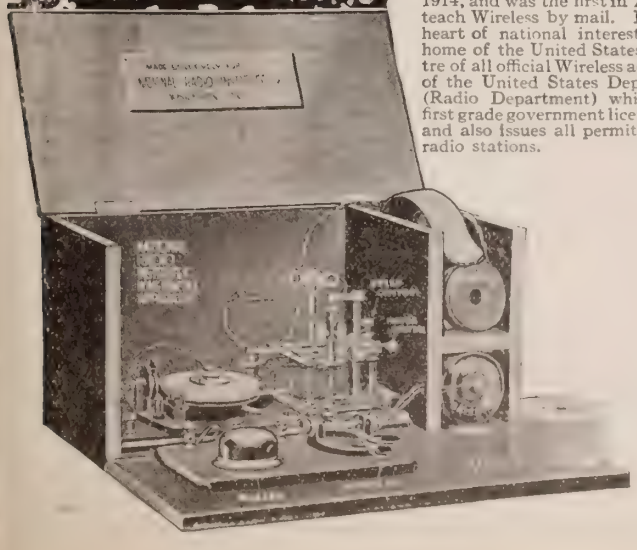
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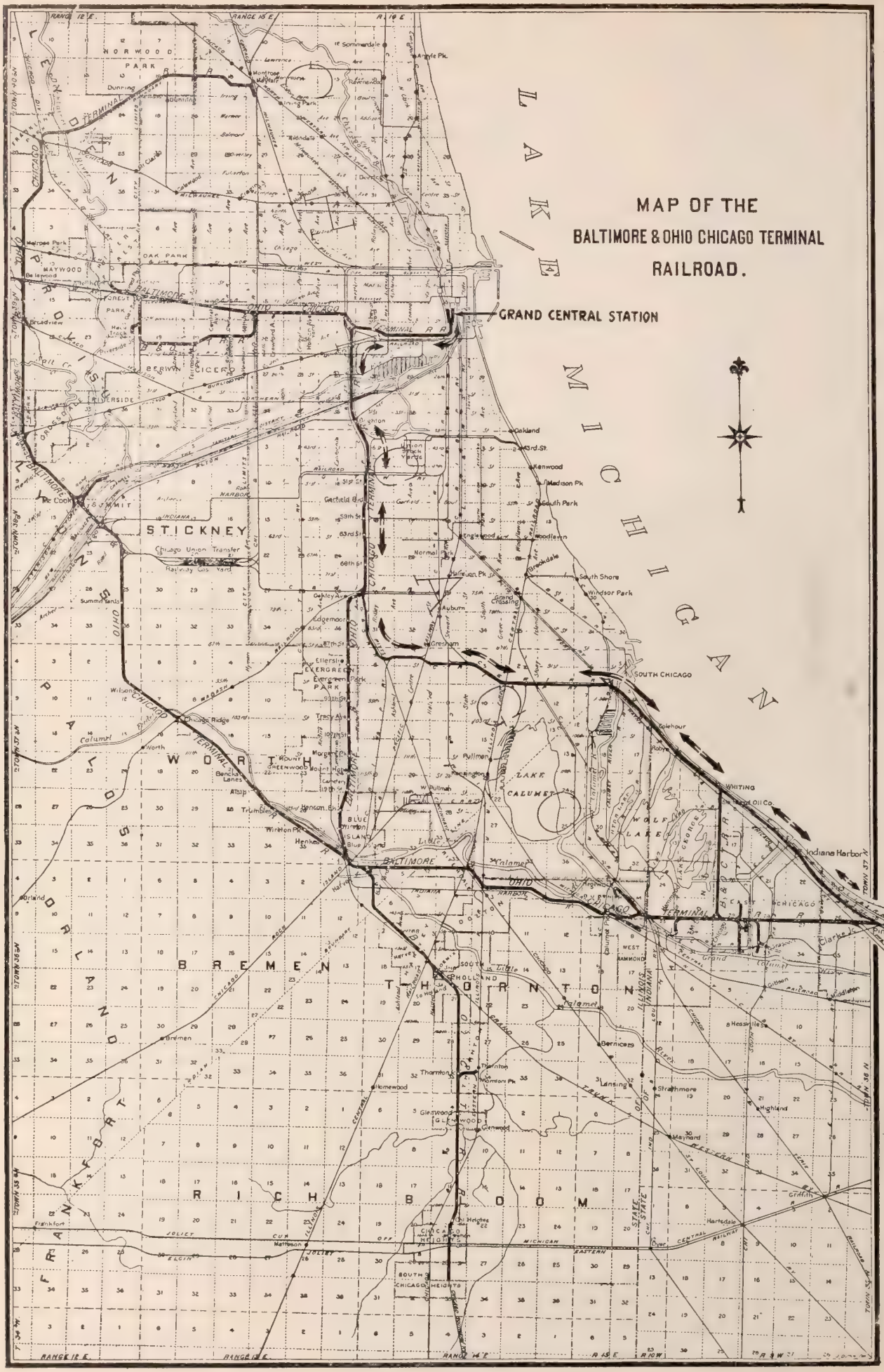
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Name .....

Age..... Address.....

City..... State.....



The heavy lines indicate Baltimore and Ohio tracks in the Chicago District. The double-headed arrows show the route of our passenger trains in and out of Grand Central Station

F. C. Batchelder, Vice-President of the Baltimore and Ohio Railroad and Executive Representative in Chicago

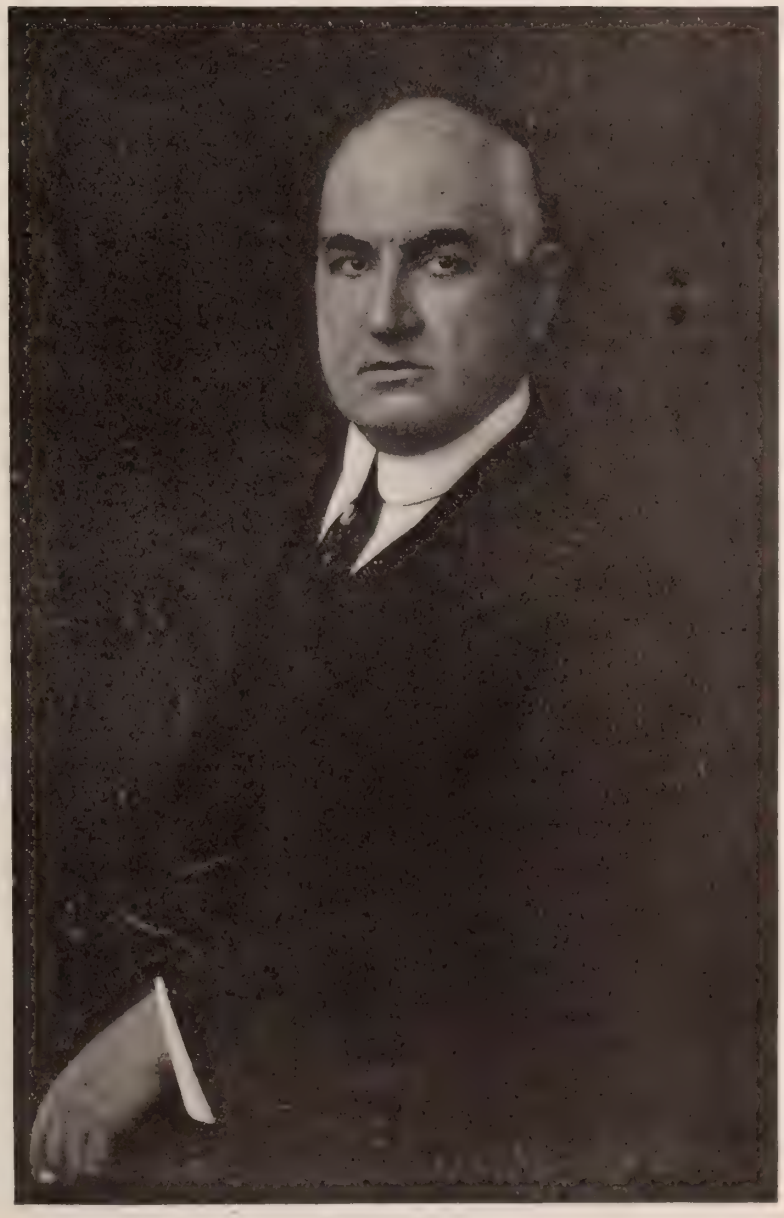
THERE is one outstanding impression given the traveler first entering Chicago, namely —Railroads. To paraphrase the lines of the poet and with more than a suggesstion of truth in the figure:

Railroads to right of you,
Railroads to left of you,
Volley and thunder.

Railroads and railroads; switches and crossovers; track elevations and track depressions; fast main tracks and mazes of yard tracks; roundhouses and machine shops; small crossing shanties by the hundreds and big freight houses by the dozens; busy humps and grimy coal chutes; small engines switching short trains and great Mikados panting from their heavy tonnage; trains *de luxe* swiftly gliding past miles of weatherbeaten freight cars; bascule bridges and grain elevators rearing their masses of steel and concrete high in the air; great passenger terminals thronged with busy people—this is Chicago, the largest and most important railway transportation center in the world.

Twenty-three trunk lines have their terminals in Chicago, with nine switching lines and five small industrial lines to help serve their needs. The aeroplane picture of the network of rails is a spider web, closely spun at the center, with numerous connecting bands in the heart of the terminal section and radiating outward in gradually thinning lines of steel to the production and distribution reservoirs of the North, East, South and West. And back in the heart of the city, in the center of this swarm of rail traffic, in busy terminal and general railroad offices, are the controlling factors of the situation, the railroad managers—traffic, maintenance, transportation, financial—who make of this vast transportation plant a well regulated machine and keep order from becoming chaos.

Chicago won its rail transportation preeminence because of many factors. It is, of course, the country's greatest rail transfer point, the West in particular sending to the population centers of the East, grain, live stock, ore and heavy timbers. Chicago is also a great originating source of traffic. The city itself manufactures almost everything which can be manufactured, while around it have grown up in such industrial centers as Indiana Harbor, Gary, and South Chicago, numerous plants producing iron and steel and the thousands of finished articles of commerce made from them. By its very situation, conveniently located on Lake Michigan in respect to rail transportation facilities, Chicago has become the natural meeting point of the East and the West. Once the railroads reached it from the East, new roads were pushed out into the West by the empire builders of the last few decades of the nineteenth century. Railroad men of the East met railroad men of the West in Chicago and there pooled their experiences. And if the East contributed in a large way to the financing of the roads from Chicago west, these roads in turn produced a new breed of railroad men, many of whom have since won their way to the front on important Eastern trunk lines.



F. C. Batchelder
Vice-President and Executive Representative in Chicago

Chicago is the center of the railway supply markets of the world. Many of the most important railroad publications are produced there. And if anything else were needed to indicate the ever-increasing importance of the city as the railroad center of the country, it would be the fact that the Railroad Labor Board, provided under the Transportation Act of

1920, is now holding its hearings there, Chicago having undoubtedly been chosen as most convenient to the many factors which enter into the important investigations of the Board.

In charge of this important field for the Baltimore and Ohio is Mr. F. C. Batchelder, who is President of the Chicago Terminal Railroad, Vice-President of the Baltimore and Ohio and Executive Representative in Chicago.

Mr. Batchelder was born on a farm in Wisconsin in 1857. Between the months of hard work which fell to the lot of the farmer's son in those days, he got what education the district school afforded until he was sixteen. In 1874, he entered the service of the C. M. & St. P. R'y as a Telegraph Operator, later becoming Train Dispatcher and Chief Train Dispatcher. In 1888 he went with the M. St. P. & S. S. M. R'y Co. as Chief Dispatcher, later becoming an Assistant Superintendent and then Superintendent.

On July 1, 1899, Mr. Batchelder came with the Baltimore and Ohio as Superintendent of the Chicago Division. Later he was Superintendent of the Newark Division and then went back to Chicago as Superintendent. From 1907 to 1910 he was General Superintendent at Baltimore. In 1910 he was made Vice-President of the Baltimore and Ohio Chicago Terminal Railroad, later becoming its President and in 1917, under Federal control, its General Manager. On March 1, of this year, he was made Vice-President of the Baltimore and Ohio and Executive Representative in Chicago.

In 1910, soon after Mr. Willard became President of the Baltimore and Ohio Railroad Company, we acquired by purchase the properties of the Chicago Terminal Transfer Railroad Company, consisting of about 75 miles of main tracks within the Chicago Switching District, and the Grand Central Passenger Station, located at Wells and Harrison Streets, in the City of Chicago. Speaking in this connection, Mr. Batchelder said to the writer:

"The importance of this purchase is, I presume, not generally understood by the readers of our MAGAZINE. Before this the Baltimore and Ohio had no trackage in Chicago (except about two miles of line connecting the Chicago, Rock Island and Pacific tracks with those of the Chicago Terminal Transfer), entrance into Chicago being effected by leases over the tracks of other companies. The Baltimore Company under the old leasing arrangement was unable to make the industrial development which is so important to a trunk line, particularly in a great industrial center like Chicago. The Baltimore and Ohio Chicago Terminal and the territory adjacent to it have great possibilities in this direction, and it has been the policy of the Management to encourage them in every possible way. In 1910 there were located on the lines 230 industries; at this time there are 410, all of which are shippers over the Baltimore and Ohio, both inbound and outbound.

"Since 1910 the Baltimore and Ohio Chicago Terminal has expended for improvements such as track elevation, new roundhouses, coach yards, additional tracks, etc., $7,870,198.00, and will be obliged to spend several millions more within the next ten years to complete track elevation, and for other necessary improvements, thus giving the Baltimore and Ohio as good terminals in Chicago as those possessed by any other Chicago lines with perhaps one or two exceptions.

"In 1909 there was employed on the Terminal an average of 28 small switch engines per day, and the earnings for that year were $1,044,067.00. In 1919, 39 engines were worked, and the earnings were $2,058,947.00.

"The Baltimore and Ohio Chicago Terminal also furnishes an entrance into Chicago under trackage arrangements to the Pere Marquette, Chicago Great Western, Minneapolis, St. Paul and Sault Ste. Marie, and the Chicago, Terre Haute & South Eastern Railroad Companies."

In one corner of Mr. Batchelder's office hang four autographed photographs of men under whom he served his apprenticeship and who have since become the executives of trunk lines. One is of A. J. Earling, who was Chief Dispatcher of the C. M. & St. P. R'y when Mr. Batchelder was a Telegraph Operator on that system. Mr. Earling afterward became President of that railroad. Another picture is of F. D. Underwood, who was General Manager of the Soo Lines when Mr. Batchelder was a Superintendent of the same road, and who is now President of the Erie Railroad. Another is of E. Pennington, who became General Manager of the Soo Lines while Mr. Batchelder was a Superintendent there, and who is now President of that system. Finally there is the picture of our own President, Mr. Willard, whose first railroad association with Mr. Batchelder was that of Locomotive Engineer to Chief Dispatcher on the Eastern Division of the Soo Lines. Later, while Mr. Batchelder was Superintendent of the Western Division of this road, Mr. Willard was Superintendent of its Eastern Division.

In speaking of this group Mr. Batchelder said:

"These men started their railroad careers in positions of relatively small importance. Their opportunities for advancement were not comparable with the opportunities facing the young railroader of today—with his better facilities for systematic training in technical and apprentice schools, extension universities and correspondence schools, and with the far greater variety and extent of railroad literature at his disposal. Merit counts more today than ever because there is a greater demand for the well-trained man, more scientific and careful supervision of working forces, a keener study by executives of the rank and file to discover unusual talent and reward it. The square deal is in the saddle and the large number of young men who are being chosen for executive positions in the railroad world show that it is working 24 hours a day."

—

Wear Your Goggles! Save Your Eyes!

The accompanying picture is of W. Savchuk, tender repairman at our Locust Point car shops. Savchuk was holding the cutter and his partner was swinging the maul when the clipped bolt head flew against the tender, rebounded and shattered one glass of his goggles. His eye was not injured at all.

Eye injuries bulk heavily in the total number of accidents. They are certainly most serious because of the supreme value of the eye of the worker.

Don't take chances. Wear your goggles.



W. Savchuk
He's glad he "took the trouble"

Curtis Bay Pier All Coal Cargo

JUST after our men at Curtis Bay had smashed all world records in loading coal carrying steamships, by putting 7,222 tons into the S. S. "Malden" at the Coal Pier on May 20 in 1 hour and 58 minutes, Frank Boyer, Chief Mate of the ship, stepped up to a group of our officials and said:

"Boys, I am getting tired of this life. We no sooner get our boat into the harbor than you fellows load her up and out we go again. I like the sea, but I also like a breathing spell ashore between trips."

But Mate Boyer wasn't really in earnest in what he said. On the contrary, he was almost as pleased over the performance as were our own men. For if it hadn't been for the active and cordial cooperation of Captain Richard J. White, Chief Engineer M. T. Bare and Mr. Boyer, all of the "Malden," in doing everything they could from the boat end, it is doubtful if the new record could have been made.

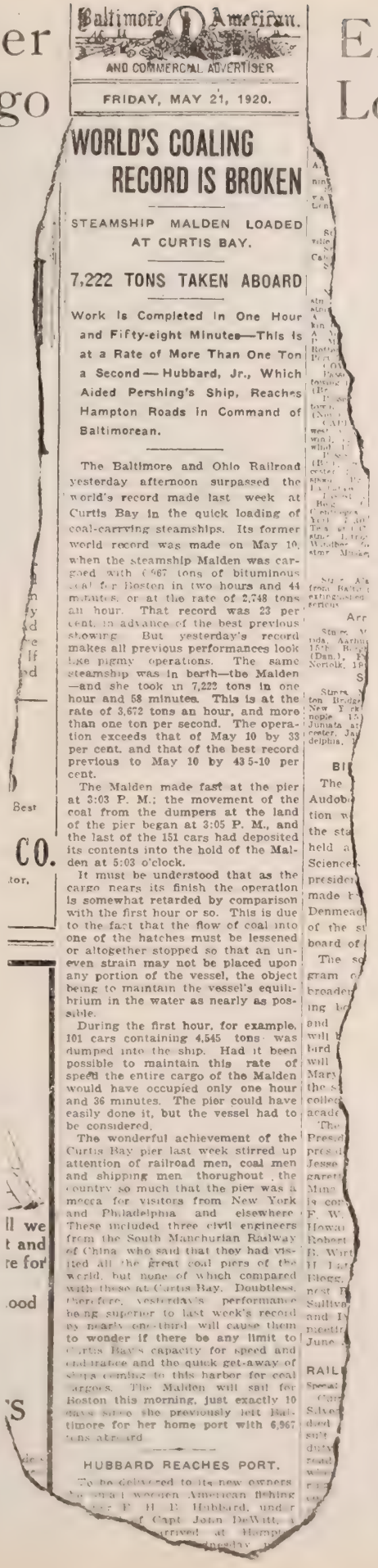
How It Was Done

As a matter of fact, the value of team work has seldom showed to better advantage than in this performance. The other two factors were enthusiasm and organization. The mechanical facilities had to be right, of course, and they were. But it was principally a question of personnel, not materiel—the pier was there before, and so were the boat and the coal.

Officials and employes responsible for this performance had a previous record well worth while trying to beat. On May 10, the "Malden" was loaded at the rate of 2,748 tons per hour. And when E. W. Scheer, general superintendent of the Maryland District, called an organization meeting in his office a few days prior to the successful final trial, he and Superintendent Hoskins, of the Baltimore Terminals, and the men there knew that they had a job on their hands. Indeed, one of them announced at the beginning of the meeting: "It can't be done." It took some pretty close figuring to convince him that it could.

The Mechanical Problem

The accompanying reprint of the article which appeared in the Baltimore *American* to cover the record loading on May 21, gives the details.



Baltimore American
AND COMMERCIAL ADVERTISER

FRIDAY, MAY 21, 1920.

WORLD'S COALING RECORD IS BROKEN

STEAMSHIP MALDEN LOADED AT CURTIS BAY.

7,222 TONS TAKEN ABOARD

Work Is Completed In One Hour and Fifty-eight Minutes—This Is at a Rate of More Than One Ton a Second—Hubbard, Jr., Which Aided Pershing's Ship, Reaches Hampton Roads in Command of Baltimorean.

The Baltimore and Ohio Railroad yesterday afternoon surpassed the world's record made last week at Curtis Bay in the quick loading of coal-carrying steamships. Its former world record was made on May 10, when the steamship Malden was cargoed with 6,967 tons of bituminous coal for Boston in two hours and 44 minutes, or at the rate of 2,748 tons an hour. That record was 23 per cent. in advance of the best previous showing. But yesterday's record makes all previous performances look like pigmy operations. The same steamship was in berth—the Malden—and she took in 7,222 tons in one hour and 58 minutes. This is at the rate of 3,672 tons an hour, and more than one ton per second. The operation exceeds that of May 10 by 33 per cent. and that of the best record previous to May 10 by 43 5-10 per cent.

The Malden made fast at the pier at 3:03 P. M.; the movement of the coal from the dumpers at the land of the pier began at 3:05 P. M., and the last of the 151 cars had deposited its contents into the hold of the Malden at 5:03 o'clock.

It must be understood that as the cargo nears its finish the operation is somewhat retarded by comparison with the first hour or so. This is due to the fact that the flow of coal into one of the hatches must be lessened or altogether stopped so that an uneven strain may not be placed upon any portion of the vessel, the object being to maintain the vessel's equilibrium in the water as nearly as possible.

During the first hour, for example, 101 cars containing 4,545 tons was dumped into the ship. Had it been possible to maintain this rate of speed the entire cargo of the Malden would have occupied only one hour and 36 minutes. The pier could have easily done it, but the vessel had to be considered.

The wonderful achievement of the Curtis Bay pier last week stirred up attention of railroad men, coal men and shipping men thoroughout the country so much that the pier was a mecca for visitors from New York and Philadelphia and elsewhere. These included three civil engineers from the South Manchurian Railway of China who said that they had visited all the great coal piers of the world, but none of which compared with those at Curtis Bay. Doubtless, therefore, yesterday's performance being superior to last week's record by nearly one-third will cause them to wonder if there be any limit to Curtis Bay's capacity for speed and endurance and the quick get-away of ships coming to this harbor for coal cargoes. The Malden will sail for Boston this morning, just exactly 10 days since she previously left Baltimore for her home port with 6,967 tons aboard.

HUBBARD REACHES PORT.

To be delivered to its new owners by a local wooden American fleeting [illegible] F. H. E. Hubbard, under Capt. John DeWitt, arrived at Hampton [illegible]

Employes Smash Loading Records

The two pictures on these pages, showing the "Malden" while being loaded, indicate something of the mechanical problem and its solution. It was essentially the nesting or the close grouping, while working at capacity, of the four towers delivering their streams of coal into the cargo space on the boat.

This required careful study of blue prints of pier machinery, vessel measurements and other mechanical factors, and was worked out at the organization meeting, so that everything was in readiness when the vessel was finally alongside the pier and the word was given for the starting of the big machinery units.

How Machinery Operates

To those who have not seen the Curtis Bay Coal Pier in operation, a glance at the accompanying pictures, with the following description, will help clarify the way they work.

The coal cars are picked up by the McMyler dumpers, which turn them upside down, pouring the coal into hoppers, which, in turn, automatically feed it on to the belts shown in the picture. The four belts in the centre are the main loading belts. Three of these are shown loaded with coal, the other having completed its job of loading the bow of the boat, each belt feeding through its respective tower to that place in the cargo space opposite which it is working.

The two belts on the extreme south and north sides of the pier are fed from large storage bins built of concrete. The coal handled over these belts is loaded mostly into scows for bunker purposes. This allows the operation of the main belts for the exclusive purpose of loading into ships—the smaller belts and machines taking care of the scows and smaller craft. In this record loading of the "Malden," however, the belt on the south side was pressed into service and was operated at a speed of 450 feet per minute. At this rate it delivered coal into the boat at practically the same number of tons per minute as did each of the four main loading belts.

The large belts drop their loads of coal on other continuous belts, working in the towers and operated in a lateral movement across the pier. From these lateral belts the coal drops into the boat.



THE MEN WHO MADE THE RECORD LOADING

Right to left, first row: C. P. Kuhan, superintendent pier; M. L. Padden, general foreman; J. H. Kenny, night general foreman; F. J. Brady, chief clerk; F. S. Price, barney foreman; G. J. Doherty, assistant chief clerk; A. J. Trogler, dock foreman, night.

Second row: H. Conrades, car checker; M. Tubbs, tower operator; T. Wincies, trimmer operator.

Third row: A. Sulin, engineer; J. H. Hammill, oiler; William Gardiner, dock foreman, day; R. Johnson, tower operator; H. Machen, tower operator; A. Feathers, tower operator; L. Huster, barney operator; A. Schumacher, cradle operator; F. Cwalina, oiler; P. Youngbar, tower operator.

Fourth row: G. Landes, tower operator; L. Wolgemuth, foreman old pier; William Feeney, engineer; E. Reddington, trimmer mechanician; F. B. Davis, electrician; J. H. Jones, machinist; R. E. Kelly, machinist; M. J. Ryan, trimmer mechanician; H. Krause, machinist; W. Rogalski, trimmer operator and C. Weinhold, trimmer operator.

Each main coal tower is controlled by an operator, stationed in a little house, one of which can be seen in an accompanying picture. He can move the tower forward and backward the long way of the pier and can also move the bridge, which is a part of each tower, vertically or up and down, and in addition, laterally or across the pier.

Mechanical Trimmers

Although the mechanical trimmers are not needed for the loading of a boat of the "Malden" type, which is a self-trimmer with open cargo space, they are very efficient in loading types of coal-carrying boats having separate cargo compartments. Here they distribute the coal in accurate quantities into the corners of these compartments. At the bottom of these trimmers is a continuous belt which operates at a speed of about 2,600 feet per minute. The coal is dropped from the lateral belts on these fast revolving belts and by them is thrown into the corners of the cargo space. The man controlling the trimmer can move it in a radial motion or so that the opening through



A good picture of the four loading towers. The boat was loaded so fast that the crew had just five minutes leeway in getting rid of its water ballast



These men had a big part in the job, too. In the front row are Trimmer Foremen A Graham, W. Z. Rice, D. Brown, John Myer and A. Parker

which the coal is thrown can be turned to all points of the compass, facing any direction inside the boat and thus reaching all inaccessible places. The trimmers can also be operated up and down, higher or lower, as necessity may demand.

Before the installation of the mechanical trimmers it was necessary to have this trimming done by hand labor, and a very hard and dirty job it was, so much so, in fact, that the men employed as trimmers were accustomed to use a type of gas mask, similar to the ones so widely used during the war, to prevent inhalation of the coal dust. The men operating the mechanical trimmers, one to each trimmer, are supplied with these masks when working the trimmers in the dusty cargo spaces of the boats.

The main belts are sixty inches wide, the trimming belts forty-eight inches wide.

President Willard Congratulates Responsible Employes

The article in the Baltimore *American*, shown in the accompanying reproduction, was widely reprinted in newspapers all over the country, particularly in cities where coal carrying vessels are loaded. Our officials were very much pleased with the performance, President Willard writing Vice-President Galloway as follows:

WASHINGTON, D. C., May 21, 1920.

Mr. C. W. GALLOWAY, Vice-President.

Dear Sir—I have just received your message announcing a new record made at Curtis Bay in connection with the loading of the Steamship "Malden."

So far as I know, the record made in loading the "Malden" at Curtis Bay on the 20th inst. has never been exceeded at any other port. I have no doubt, however, that you will some day do even better at Curtis Bay.

My hearty congratulations to you and all others connected with this excellent demonstration.

Very truly yours,



Three of the main loading belts and the belt of one of the trimmer's carrying coal. The empty belt had finished loading forward cargo space of the "Malden." Note size of belts as compared with men on pier, and different elevations of belts to reach respective towers

Results to Railroad

This performance means much more than the mere hanging up of a world's record. It means that through the enormous capacity of this coal pier, thus demonstrated, and with our facilities for the loading of coal boats at New York, the Baltimore and Ohio will now be able to take care, with its own facilities, of practically all the coal mined for export on its own lines.

Those in Charge

The work was done under the direction of Mr. Scheer, assisted by Mr. Hoskins, and particular credit should be given to Assistant Trainmaster Riley, stationed in Curtis Bay Yard, for seeing that the coal was kept up to the dumpers; General Foreman M. L. Padden, in charge at the dumpers; Pier Superintendent C. P. Kuhan for looking after the general mechanical operations, and Assistant General Foreman J. H. Kenny, who supervised dumping and trimming on the boat.

Their pictures, taken with a number of our other employes who put over this big job, are shown on these pages.

Expect to Beat this Record

The machinery on the coal pier gave excellent satisfaction and it is the confident belief of the officers in charge at the making of this record that the limit has not been reached. As Mr. Scheer said: "I believe we have reached about 85 per cent. efficiency and we are certainly not going to be satisfied with that."

The Public Must Pay

An unwelcome by-product of the outlaw strikes will be a further mulcting of the taxpayers of the nation to make good an increased deficit in the railroad accounts. An interruption, if only for a few days, of a traffic paying a revenue of many millions a day, while expenses go on almost unchanged, makes a perceptible difference in the balance sheet. And in this, as in pretty much everything else, it is the public that has to pay.—*Harvey's Weekly.*

Companions in Progress

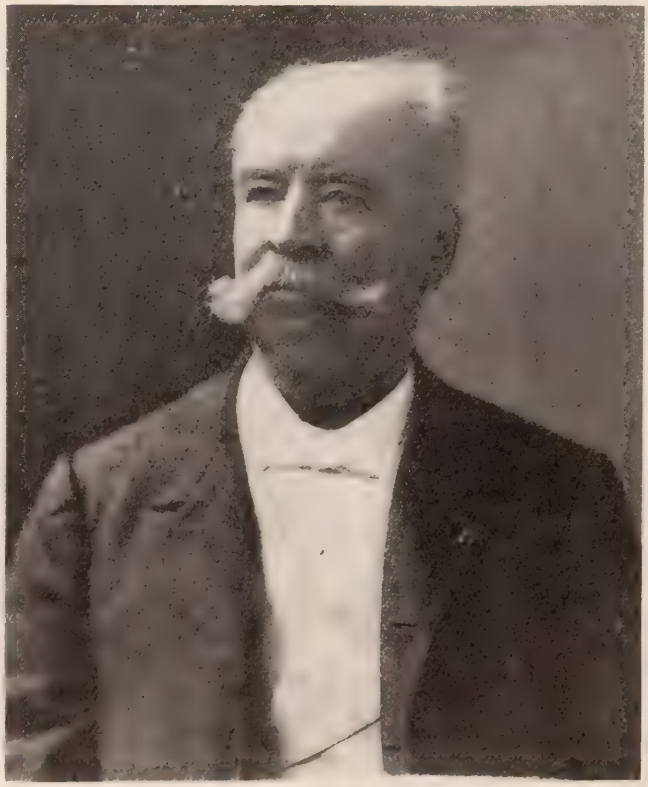
The Press and the Railroads Cooperated in 1830 as in 1920 in Service to the Public

By James T. Doyle

IT SEEMS a fitting coincidence that the oldest newspaper of continuous publication in America, the Baltimore *American*, should be the one to have featured, editorially and in advertising, the first published time-table of the oldest railroad in America, the Baltimore and Ohio. Hand in hand these two organizations have "grown up" together, comrades in industrial development, associates n patriotism.

A few days ago, when in search of some information bearing upon the early part of the nineteenth century, I entered the file room of the Baltimore *American*, containing historical information which is beyond price. General Agnus, the publisher, guards this section with double locks, for therein is carefully kept an unduplicated record of notable events; a history of the City of Baltimore, of the State of Maryland, and of the United States, daily written and daily published from August 22, 1773, down to today—with not a day's record missing.

A search of these files discloses many things, quaint and curious. There are advertisements from the hand of George Washington for runaway slaves; there are notices of commodity sales, wherein the medium of exchange was a certain number of pounds of tobacco. But the article that appealed to my fancy as bearing a deep interest, not alone for railroad executives and operatives, but for all men engaged in commerce and industry, and linking the past with the present in an unusually significant manner, was a combination news item and advertisement. It was the first advertisement of a railway passenger train in the world, and appeared in the issue of the Baltimore *American* for May 21, 1830, signed by P. E. Thomas, the first President of the Baltimore and Ohio Railroad, which at that time was operated between Baltimore and Ellicott's Mills, Md., 13 miles distant.



General Felix Agnus, Publisher of the Baltimore "American"

Here was a union between the oldest railroad and the oldest newspaper of the country, manifesting a mutuality of hope and confidence; of good will and helpfulness.

This shows that at the very inception of its career, the Baltimore and Ohio appreciated the value of the press as an agency for bringing the public and the Railroad into closer relationship, with the great objective of developing this virgin continent—an objective realized in its twentieth century magnificence and power. The policy that the Company thus inaugurated in 1830 has been continuous throughout the nine decades that have passed, and this is evidenced by the constant use of the advertising columns of the news-

papers of the country. Furthermore, its early trust in the enterprise, patriotism and fairmindedness of the press has been vindicated and justified.

There has never been a period in the history of the country, certainly during the last three or four decades, when the real railroad situation has been presented to the public by the newspapers with such clearness, insistence and strong support as now. In fact, on April 22 last, at the Annual Convention of the American Newspaper Publishers' Association in New York, the needs of the railroads were emphasized in a series of preambles, and the following resolution was then unanimously adopted:

> RESOLVED, That the members of the A. N. P. A. secure and publish fully the essential facts with regard to the car shortage, and *the legitimate necessities of the railways*, so that the public may be intelligently advised, and also use every endeavor to cooperate in the present emergency, in conducting campaigns for expediting the unloading and dispatch of freight cars, and in such other proper ways.

The May issue of THE BALTIMORE AND OHIO MAGAZINE contained a copy of what was thought to be the first time-table of the Baltimore and Ohio, dated June 17, 1830. The records of the Baltimore *American*, however, show that this first advertisement appeared on May 21, 1830, and the accompanying reproduction is a facsimile of this, which was written in the form of an editorial. It is evident that America was interested in the developments of the railroad and that the editor considered it the real topic of the day.

We are fortunate in securing and present to our readers a fine likeness of General Agnus, a veteran of the Civil War as well as in the publishing world.

AMERICAN

AND COMMERCIAL DAILY ADVERTISER

BALTIMORE:

FRIDAY MORNING, MAY 21, 1830.

PUBLISHED EVERY MORNING BY
BOBBIN, MURPHY & BOSE,
NO. 2, SOUTH GAY STREET.

We stated in yesterday's *American* that the Railroad would be opened for travelling between this city and Ellicotts' Mills on Monday next, the 24th instant, and we have now the pleasure of publishing an official annunciation of the fact. This information, we are assured, will be received with sentiments of unmingled satisfaction by our fellow citizens, and also by the friends of internal improvement in every part of the Union. When a *practical* experiment on so extended a scale is so soon to be hourly exhibited, it is scarcely worth our while to speak of its results in anticipation; but we will nevertheless venture to assert that it will prove perfectly satisfactory to every one who visits the Road, and establish conclusively the fact of the superiority of this mode of intercourse and trade over every other.

Office of the Baltimore and Ohio Rail-road, 20th May, 1830.

NOTICE IS HEREBY GIVEN, That the Railroad between Baltimore and Ellicotts' Mills will be opened for the transportation of passengers, on MONDAY, the 24th instant.

A brigade, or train of coaches, will leave the Company's Depot on Pratt-street, and return, making three trips each day—starting at the following hours precisely, viz:—

Leave Baltimore at 7 A. M. and Ellicotts' at 9 A. M.
" 11 A. M. " " 1 P. M.
" 4 P. M. " " 6 P. M.

The price for the trip of twenty-six miles, will be seventy-five cents for each person. Tickets to had at the Depot. Should the demand be found to exceed the present means of accommodation, passengers will be under the necessity of going and returning in the same coach, until a sufficient additional number of carriages can be furnished. As soon as this can be effected, of which due notice will be given, provision will be made for travelling a shorter distance than the whole trip. P. E. THOMAS, President
Baltimore and Ohio Rail-road Company.

May 20, 1830. d3t

☞The editors of the National Intelligencer and Telegraph, Washington, will publish the above three times.

The First Railroad Timetable—run as a leading editorial

Dignity

By John Newman
Terminal Timekeeper, Pier 21, New York

TRUE dignity exists, but, like true modesty, it does not advertise itself. Dignity implies modesty with elevation of mind, integrity, generosity, and the serene self-consciousness that the possession of these qualities imparts, creating a demeanor that commands deference.

But there is a mock dignity—a curious attribute that should puzzle students of mind philosophy—a queer kink in man's makeup that, instead of inviting admiration and reverence, provokes ridicule and contempt.

Many varieties of this fraudulent order of dignity, such as ostentation, arrogance, conceit and self-exaltation, are encountered, masquerading in a cloak of dignity, but, as in the case of Æsop's ass, the camouflage is penetrable and betrays the faker. The garment does not fit. A more befitting costume would be a lemon-colored domino with holes like those provided in a horse's sunbonnet, and for the same purpose.

Dignity knows no inferiors but recognizes inferiority and attracts it. Pomposity sees inferiors everywhere and is repellent. Dignity is noble; mock dignity stalks abroad in the person of the *poseur*.

There is also a species of dignity which, though very real, often assumes a ludicrous aspect. "Professional pride," it is called. It affects men otherwise quite worthy and is more to be pitied than scorned. We have heard of the literary genius who would rather starve than write "ads;" we know of a barber who would "be d——d" rather than clip a poodle; a house painter who threw up his job in preference to using a paint sprayer instead of a brush; a freight tallyman who would not touch a hand truck because "he was a clerk;" and we recollect an incident where a shipwrecked sailor, clothed in little else than his dignity, scornfully refused a livery coat with gilt buttons, exclaiming, "Me—an able seaman—wearing a coachmans coat? NEVER!"

What is it *Puck* says, or quotes, in regard to us mortals?

—

Mr. Schwab's Six Rules for Success

IN an informal talk to the undergraduate students at Princeton, recently, Charles M. Schwab gave these young men the points which he considers necessary in a man's character in order to make life successful.

"Boys, you can have a good time in life, or you can have success in life," said Mr. Schwab, "but you cannot have both.

"The thing you want to do is to make up your minds what you are going to drive for and to let nothing stand in the way of its ultimate accomplishment. I am going to try to give now what seems to me to be the fundamental requirements for a successful life:

"First, unimpeachable integrity; second, loyalty; third, a liberal education in the finer things of life, of art, of literature, will contribute toward a success in life. Man needs imagination, and these are the sources for it.

"Fourth, make friends; fifth, concentrate; sixth, go at your work. You may not find yourself the first year. Don't hesitate to change from distasteful work, but don't change because difficulties come up or troubles arise."

—

Picked up Here and There

By "Ernie" Baugh

Fisher's Beach, Miami, Fla.

Three opinions of the Lady Life Safer in an Annette Kellerman:

Young fellow about twenty-five—"Here is where I take a chance on drowning."

Boy (?) with a Maryland License on his car—"S-o-m-e Peach!" His wife (a good fellow) very quickly, "In Maryland we leave better than that on the tree."

By Special Invitation

By Francis Lynde

NINE o'clock, and the orderly decorum of a well-regulated railroad office reigned in Superintendent Elbert's quarters. The chief clerk's chair was still unoccupied, but the stenographer was at his typewriter, and Roy, the office operator, was sitting at his table on the opposite side of the room.

"Is Burwell coming down this morning?" Roy asked, tossing the query over to the stenographer.

"Sure!" said Beard. "Don't suppose a little thing like a wedding would stop him, do you?"

"Didn't know but it might—so long as it's his own."

"Don't you believe it. He'll be here, and he'll stay till the last minute—till the church bell begins to ring."

Roy laughed. "Charlie does stick pretty close," he said, turning to his key to answer his office call. For a few minutes his pen kept pace with the tapping of the sounder. Then: "Here's a wire from President Mayhugh at Ute Springs. Wants his car *Argyle* taken on 7 tonight to Mountain Junction, and an engine at the Junction to run him special over the Extension."

"All right," said Beard, "I'll give the order to the despatcher," and he filled out the form.

Roy yawned, tilting in his office chair. "Inspecting the Extension: the president can have that job for all of me—200 miles without a place where they can get a square meal."

"Well?—the *Argyle's* got a cook and a kitchen."

"That's so. I tell you what, Beard, that's the way to travel. When I take my wedding trip it'll be in a private car."

"Humph!" said Beard; "it won't be the president's car. Imagine Mr. Mayhugh asking Charlie!"

"Can't; because I've never seen Mr. Mayhugh."

Beard chuckled. "I have—just once. I think he has gout, or something. Came in here one day to ask why an engine wasn't ready to take him out to the shops, and I thought he'd bite my head off before I could explain anything."

The clicking sounder was calling again, and as Roy turned to his table Burwell came in. He nodded pleasantly to Beard, and sat down to his desk as calmly as if it were merely the beginning of an ordinary day's work. He was a clean-cut young fellow of the alert type, smooth-shaven and neatly clothed, and he carried a certain air of precise and efficient energy that fitted his position to a nicety.

While he was rapidly sorting the mail and dictating to Beard, an elderly ranchman came in. Burwell broke off in the middle of a letter, and turned to the caller with an affable: "Well, what can I do for you?"

"Thort I'd drop up and see what 'd been done about that there cow you fellers killed for me," said the farmer.

"What was the name?" Burwell asked.

"Hackthorne—Jabez Hackthorne. Thort ye knowed me."

Burwell looked at his ticker. "Your claim is being investigated, Mr. Hackthorne. Come in in about a week and we may have it ready for adjustment."

"All right," said the farmer. "She was a mighty good cow." Then seeing the water cooler at the far end of the counter-railing: "I s'pose this here's drinkin' water, ain't it?"

"Yes; help yourself," said Burwell, taking up the broken thread of dictation with Beard.

The ranchman took the cup, holding it in one hand while he experimented patiently with the other on the spring faucet. Roy was watching him furtively. At the precise instant when the man raised the full cup to his lips, the operator inserted his pen point between two bits of wire on his



A tiny spark snapped, and the ranchman, starting as if he had been shot, dropped the cup

table's edge. A tiny spark snapped, and the ranchman, starting as if he had been shot, dropped the cup and sank back against the railing, trembling like a leaf.

"Oh, Lordy, Lordy, but I'm sick!" he gasped. "Somebody run for a doctor, quick! I'm struck with death, sure's a gun!"

Roy and Beard were both choking, and it was Burwell who went to the rescue. When he had reassured the victim of the practical joke and had gotten him out of the office, he turned sharply upon the operator.

"That's enough, and more than enough, Roy!" he snapped. "It's cowardly to play tricks on an old man like that; and besides, it isn't business! You cut that wire out, and keep it cut out. If you've got to play jokes, take somebody who can get back at you!"

Roy brazened it out. "All right; I will," he said.

Burwell sat down and plunged into the letters again, but it was eleven-fifteen when he dictated the last one and came to the president's telegram. He glanced at his watch and called to Roy.

"Fred, slip down-stairs and get me a cab, will you? I'm running a bit short on time." Then to Beard: "You've fixed this with the despatcher?"—meaning the president's order.

Beard nodded.

"All right: take a telegram to President Mayhugh—ready?

"Your wire today. Have arranged for movement of car *Argyle* as instructed. Train 7 reaches Mountain Junction 2 a. m. Is it your desire to proceed at once on Grand River Extension?"

The message dictated, he closed his desk. "I believe that's all," he said, as Roy came back and reported the cab as waiting. "When Mr. Mayhugh answers, make whatever arrangement is necessary to carry out his wishes. If anything comes up that you can't handle, you can reach me any time this afternoon on 7. So long."

When Burwell was gone, Roy executed a grotesque war dance before the closed desk.

"What's the matter, Fred?" Beard asked.

"Oh, nothing much—I just thought of the most corking—er—Gimme that message to the president and I'll send it."

Train Number 7 was about ready to pull out when the gay wedding party gathered in a lively group at the steps of the rear sleeper. The newly minted husband had handed his bride up the steps, excusing himself instantly to run upstairs for a final word to Beard. The bride, a pretty girl with brown eyes, turned on the steps and added her voice to the Babel of small talk hurled up at her.

—"do hope you'll have a sweet time, Min."

—"and don't you know really where you're going?"

—"me hear from you."

—"bride the sun shines on."

—"Charlie 'll get left if he doesn't look out, and then what *would* you do?"

And the pretty bride, tossing down replies to the Babel:

"Thank you so much, Archie; the sun does shine good and hot—No, Charlie won't tell me where we're going—Yes, I'll be sure to drop you a postal, Jessie"—and more of like import and less importance. Minnie Gaylord was popular, and the wedding guests were chiefly her classmates and school friends.

Meanwhile, Burwell was giving last-minute instructions to Beard. "No; I don't know yet just how far we'll go—I'm sorry Mr. Elbert had to go to New York, but you must do the best you can until he gets back—Yes, I'll keep you posted so you can reach me. Did you hear from the president?"

"Yes; wants his car taken up the Extension as soon as it reaches Mountain Junction."

"All right; fix it, and for Heaven's sake don't fall down. Mr. Mayhugh isn't a patient man. That's all, I guess: I'll have to run for it." And by running he managed to swing up to the steps of the Pullman as 7 rolled out of the station.

Business was dull in the superintendent's office that afternoon and Fred Roy spent much of his time experimenting with the telegraph switchboard, setting and resetting the plugs, and then testing out the connections with his key. When he finally found the combination he wanted, he spent an industrious quarter of an hour trying to raise Ute Springs over one of the Western Union wires which he had plugged in, Ute Springs being a station well out toward Mountain Junction. Roy's industrious callings over the commercial wire—calls which he signed with the first fictitious signature that he happened to think of—got no answer; but when he shifted the plugs to connect with one of the railroad wires, his call was answered at once. This proved two things: that the Ute Springs operator was on duty; and that he was paying no attention whatever to his commercial wire.

"That's about what I figured on," Roy mused. "Now, if I can raise Grand Butte over the commercial wire, I'm safe."

A minute later he had changed the plugs again and was calling Grand Butte, the supper station for Number 7, over the Western Union wire, signing the call "U-S" as if it were coming from Ute Springs, and pausing a moment now and then to see if "U-S" would challenge its own signature. It didn't; and presently, when the Grand Butte operator answered, he was shocked to hear his instrument click out the snappy query: "How long do you propose to keep President Mayhugh's business hanging up?"

Knowing that the *Argyle* was at Ute Springs, and having no reason to suspect that the call signed "U-S" came from the superintendent's office, the Grand Butte operator thought he was in for trouble and began to apologize. A break cut him short. "Never mind excuses. Take this:

"To Conductor Train 7, Grand Butte.

"Understand you have Mr. Burwell, of Superintendent's office, on your train. Say to him that the president invites him and Mrs. Burwell to continue their wedding journey as members of our party in car *Argyle*. Signed, R. Penfield, Private Secretary."

Burwell got this message as he and his bride were seating themselves at the Grand Butte supper table.

"What is it, Charlie?" asked the bride when she saw his look of shocked perplexity.

He handed the message to her without comment, and was wholly unprepared for her enthusiastic outburst of approval.

"Isn't that kind and perfectly splendid!" she exclaimed. "I've always wanted so much to take a trip in a private car. What a dear, thoughtful old gentleman Mr. Mayhugh must be!"

Burwell didn't say what he thought; that the general opinion of the C. & G. R. rank and file was to the effec that the president was a fire-eater of the most pronounced type.

"I can't begin to understand it," he said; adding: "I wish the wire had fallen down before this thing ever got over it."

"Why, Charlie Burwell! that's positively ungrateful!"

"Yes, but—don't you see, we don't know any of the party socially, and——"

"But you've *met* Mr. Mayhugh, haven't you?"

"Not in your meaning of the word, no. Just seen him a few times."

"That makes it all the more kindly. And about the social difficulties; if he ignores them, I'm sure we ought to."

The meal stop being short, there was no time for more talk, but when they were back in their Pullman, Burwell began again.

"I wish I knew some way to dodge," he frowned.

"But you can't, Charlie, dear; what would he think?"

"No, I suppose we can't; coming from the president it's mighty nearly an order."

"Where is the *Argyle*?"

"At Ute Springs: we're due at eleven, and everybody'll be in bed and asleep."

The pretty bride paled a bit at the thought of a midnight introduction. "Can't we go on and join them tomorrow?"

"No. We take the *Argyle* to Mountain Junction, where there is an engine waiting to pull her over the Extension."

"Then I suppose we must join them tonight. Who is there in the president's party?"

"I don't know even that much. Miss Bessie Mayhugh is along, and I believe there is an aunt and two or three young women."

When 7 pulled into Ute Springs, Burwell saw the *Argyle* on the siding. While the train was switching to get the private car, Burwell ran to the telegraph office. "Did you send this?" he asked, handing the invitation to the night operator.

"No, that must have been Johnson, the day man. I don't come on until seven," said the night man.

Burwell had to run to catch his train, and as he did it a gust of wind made him snatch at his hat, and as he did so he did not see the square of yellow paper escape from his pocket and flutter away in the darkness. When he rejoined the bride, he said, rather ruefully: "We're in for it. The *Argyle's* as dark as a pocket, and I guess everybody's asleep."

A colored porter met them at the door of the private car.

"'Scuse me, sah, dis is a private cyah," he said.

"I know," said Burwell, "but we are invited guests. My name is Burwell, and I'm chief clerk in Mr. Elbert's office, Mountain Division."

"Oh, yes, sah; I 'membehs you puffickly—done been in yo' office many's a time. Come right in; I'se take yo' baggage. Dey's all gone to baid, but I'se give you all de li'l' room." And a few minutes later they were in their little box of a stateroom and the porter was gone.

The sun was up and the *Argyle* was lurching heavily over the rough track of the new Extension when Burwell opened their door and told Minnie how to reach the dressing-room. He saw three strange ladies sitting in wicker chairs in the big central compartment, and held his breath when his wife cannoned helplessly into one of them in her effort to reach the end aisle. The lady was portly and severe of aspect, and Burwell shuddered when she put up her lorgnette and stared after the retreating figure of the offender.

"Humph!—a cheerful beginning!" he muttered, as he went back to the men's end of the car. Here he found the small washroom already occupied by a stout, elderly gentleman in slippers, trousers and undershirt, who was sluicing his face in the one basin and growling out moist imprecations upon the rough track.

Burwell waited patiently in a corner. The stout gentleman appeared to be in no hurry, and while Burwell was regarding him furtively a violent surge sent the bather against the wall. Straightening up, with the water dripping from his bushy eyebrows and white mustaches, he glared at Burwell with one eye, while he groped for the towels in the rack. Then Burwell saw that it was the president, but he was totally unprepared for the wrathful question that was hurled at him.

"Well, who the devil are you?"

For a brief moment Burwell actually forgot his own name. Then he stammered: "I—I'm Burwell, of Mr. Elbert's office."

"Oh, you are!"—with fine irony. "Well, Burwell of Mr. Elbert's office, what are you doing here?"

Burwell's helpless consternation



When the President got his breath he shouted: "I want to know what you're doing in my car?"

made him take things very literally, so he said, "I'm waiting for a chance to wash my face."

The president seemed about to have a fit of apoplexy. When he got his breath he shouted: "I want to know what you're doing in my car! Who told you to bring your infernal impudence here?"

The question let in a flood of light and Burwell saw the hideous cruelty of the joke that some one had played on him and Minnie. None the less, he attempted to explain, brokenly.

"Telegram—your private secretary—last night—invitation for my wife and me to join you on our wedding trip. Thought it strange, but—"

"Your wife!" roared the irate gentleman, sawing his neck with the towel as if he meant to behead himself. "How many of you are there? Why didn't you bring your mother-in-law and your sisters, if you've got any, and a few more of your female relations, while you were about it? And what's this gammon about a telegram? *I* didn't send any telegram—and I haven't any secretary. Don't believe a word of it!"

Burwell knew how to be respectful to his superiors, but he had never before been quite so severely tried.

"I'm sorry you don't believe me," he returned with some little warmth. "I'll show you the telegram when you are good enough to allow me to wash my face and hands."

When the president left the washroom Burwell made his toilet with the careful precision of a man about to be hanged. A little later he reentered the sitting-room. The scene was anything but reassuring. The severe-looking lady was gazing out of a window; the president was sitting in a corner, surrounded by three young women who seemed to be expostulating with him, and his bride of a day was cowering in the smallest possible corner of the most uncomfortable seat in the place.

"Oh, Charlie, dear! what have we done?" she murmured when he took his place beside her.

"Committed murder in the first degree, I should say!" he blurted out desperately. "What did you do with that telegram last night?"

"The telegram?—I haven't it! Don't say you've lost it!"

"Afraid I have," he admitted sheepishly. Then he arose and started toward the group in the opposite corner, but before he had taken three steps she was beside him. "I'll help," she said bravely.

The three young women saw the movement and stopped them midway. One of them, whom Burwell recognized as the president's daughter, slipped an arm around Minnie's waist. "We know all about it," she whispered, "and you are to have nothing whatever to do with it—you are *our* guest." And the three surrounded the bride and led her out of the compartment.

Burwell gave a sigh of relief and turned to the president.

"Sit down," was the order given abruptly; and then: "Now what was it about that telegram?"

Burwell obeyed the order and gave the facts in the case.

"Where is the message?"

"I don't know. I had it at Ute Springs, but I must have lost it. I can't find it now."

The president scowled and looked at his watch as the porter came in to lay the breakfast cloth. "Tell the cook we don't want to wait all day for something to eat," he said irritably. Then to Burwell: "What name was signed to the message?"

"Penfield or Penfold—private secretary."

"That ought to have told you it was a hoax. My secretary's name is Carrington, and he went home sick two days ago." Then: "Well, what are you doing to do about it?"

"I'm afraid we're entirely at your mercy, Mr. Mayhugh. There are no regular trains running yet on the Extension, but I presume we can make our way back to civilization some way if you have us put off."

The president smiled. "That would be a nice ending to your wedding trip, wouldn't it? Who the devil hates you badly enough to play such a trick on you?"

Burwell suspected Roy, but the announcement of breakfast saved him from having to reply. The young women brought the bride of a day in and Miss Mayhugh looked at her father and Burwell. Then: "Father—Auntie—this is Mrs. Charles Burwell; Mrs. Burwell, my father, and my aunt, Mrs. Prendergast."

Minnie rose bravely to the occasion and introduced her husband all around. Miss Mayhugh arranged the seating at table, putting the bride between her father and herself, and Burwell between Kate and Lettie Brandon, a bit of tact that kept whatever smouldering volcano of embarrassment there was from coming to the surface during the rather silent meal.

After breakfast the president shoved one of the wicker chairs into a corner and lighted a dubious-looking cigar, throwing it away with a muttered malediction after two or three whiffs. Burwell saw his chance and extended a handful of his own cigars. The president took them and lighted one.

"What business have you with such good smokes as these?" he demanded.

Burwell smiled. "I haven't. The box was one of my wedding gifts. Do you like them?"

"Very fair cigar. Now if it wasn't for that damnable correspondence, I could be measurably comfortable."

Burwell saw another opportunity and snatched at it. "Have you some letters to write?" he asked.

"Yes; a hundred or so."

"I don't wish to be officious, but I'm a stenographer, and if I can be of any service to you—"

"The devil you are! Why didn't you say so at first? Come along into my stateroom."

A few minutes later the president was seated at his deak with a pile of letters before him, and Burwell's pencil was flying over the pages of a notebook. When he had taken two or three letters at top speed, the gratified president handed him one of his own cigars. "Better light up," he said. "You beat Carrington, two to one. Can you run a typewriter?"

"I can."

When the final letter was written it was nearly noon and the one-car train was approaching the end of the Extension. Burwell took his wife to the rear platform to show her the view, but she deliberately turned her back upon the grandeurs. "Tell me, Charlie, quick! what did he say to you?"

Burwell smiled. "It's all right now, I guess. He was needing a shorthand man. We've been writing letters all forenoon. How have you been getting along?"

"Splendid! They've all been just as good as gold to me, and Mrs. Prendergast laughed till she cried when I told her how we'd been victimized.

A shrill whistle announced the arrival at the end of track, and Burwell hurried in to the president's office stateroom.

"We're at the end-of-track," he announced; "I can get your messages sent over the engineer's wire, if you wish. Have you any others to send?"

"Not now, no."

Burwell hesitated a moment. Then he said manfully: "Mr. Mayhugh, you know how sorry I am that this thing happened—our butting in on you this way. There'll be a material train going to Mountain Junction today some time, and we can go back on that. I hope you will—"

The president interrupted him with a grim laugh. "No you don't, my boy," he said. "I guess I know a

good thing when I see it. Get your notebook and take another telegram," and when Burwell was ready he dictated.

"To Superintendent Elbert:

"I have your chief clerk with me in car *Argyle* and intend to keep him through entire inspection. Make your arrangements accordingly.

"Just sign my name to that and send it with the others."

When Burwell handed the bunch of wires to the chief engineer's operator he had added one to which he signed his own name.

"To Fred Roy, Superintendent Elbert's office:

"Much obliged for your thoughtfulness. We are having a royal time. Until further notice you can reach me care car *Argyle*."

(The End)



Section Foreman Dominic Fanno

Section Foreman Wins Carnegie Hero Medal

On AUGUST 12, 1918, Dominic Fanno, section foreman at Ellwood City, rescued two boys and saved them from drowning in a creek near Zelienople, Pa. Recently he received the following letter:

"Through the courtesy of an employe of the Baltimore and Ohio Railroad, the attention of the Carnegie Hero Fund Commission has been called to an act performed by you, by which, on August 12, 1918, you saved Edward and Alexander Nagy from death by drowning in Connoquenessing Creek, near Zelienople, Pa. Your case, after a thorough investigation, was considered at a meeting of the Commission held this afternoon, and I have much pleasure in informing you that in recognition of your heroism on that occasion, the Commission awarded you a bronze medal and the sum of $1000.00, to be applied toward the liquidation of the mortgage on your property, or to such other worthy purpose as may be approved by the Executive Committee.

"I shall be obliged if you will kindly advise me without delay, by a letter bearing your own signature, whether or not you wish to accept the Commission's awards. If your reply is affirmative the medal will be ordered and will be forwarded you as soon as it has been received from the manufacturers, and I will write you further regarding the pecuniary award."

We take pleasure in announcing Mr. Fanno's act of heroism through the columns of the Magazine. His reward was undoubtedly the realization of the service he did to the rescued and their loved ones. Yet his friends will all join in congratulating him on this further reward—one which should mean much to him and his family.

Not always do our actions accord with the poet's line:

"For courage mounteth with occasion."

It is, therefore, a pleasure to learn of the heroism of Section Foreman Fanno, who measured up to his occasion, every inch a man.

Some of the best workers and most loyal employes on the Railroad are (like Mr. Fanno, we take it) of foreign birth. The stuff that men are made of is of no particular clime or country, nor does it usually manifest itself in the dramatic manner illustrated by this case. There are hundreds of our employes whose lives are veritable epics of faithfulness to their ideals. Some of them carry burdens of private sorrow, which, but for their courage, would overwhelm them. Others with physical handicaps, give the finest service through determination to accomplish something worthwhile—to be true to their trust. Still others, in the face of insidious propaganda and the clamor of the unthinking mob, stand fast in their places and exhibit a loyalty to conviction and conscience that is as firm and magnificent as a great tree lashed by the tempest.

We are proud of such men in our railroad family. On them depends much more than the transitory fortunes of the day, or of this or that class or community. Their faith is building institutions and ideals that will be the bulwarks of true progress for all time. We are proud to think of them as our fellow workers, to welcome them to the finest comradeship the world has ever known, that of true Americanism.

Your Liberty Bond

THE United States Government borrowed money from you to finance the war. You hold the Government's promise to pay you back. This promise is called a

WHAT CARLYLE THOUGHT OF WORK

By FREDERICK C. SYZE
Supervisor of Transportation

To the cursory reader or thinker, to the reader of ephemeral literature, anything written so long ago as in the time of Carlyle might be considered old-fashioned and quite out of date. And, when time is measured by the span of human life, it does at first blush seem to be in the distant past. But when we consider the eternal truth of much that Carlyle has written on the very problem that this generation must solve, the span between his day and ours is as but a tick of Time's clock. Here are three of his ideas about work.

"No man has worked, or can work, except religiously; not even the poor day-laborer, the weaver of your coat, the sewer of your shoes. All men, if they work not as in a Great Taskmaster's eye, will work wrong, will work unhappily for themselves and you."

"For there is a perennial, and even sacredness, in Work. Were he never so benighted, forgetful of his calling, there is always hope in a man that actually and earnestly works: in idleness alone is there perpetual despair."

"Work is of a religious nature—work is of a brave nature; which it is the aim of all religion to be. All work of man is as the swimmer's; a waste ocean threatens to devour him; if he front it not bravely, it will keep its word. By incessant wise defiance of it, lusty rebuke and buffet of it, behold how loyally it supports him, bears him as a conqueror along."

Liberty Bond or Victory Note. On this bond is stated the conditions under which the Government borrowed the money from you.

For instance: If you hold a bond of the Third Liberty Loan, it states that on April 15 and October 15 of each year until maturity, you will receive interest on the amount you paid for the bond. Other issues bear other rates of interest and other maturity dates, all of which are clearly stated on the bond.

Now, if you keep your bond until the date when the Government pays you in full for it, you do not need to worry if, in the meantime, the price is low one day or high the next. You and Uncle Sam are living up to your agreement with each other, and neither will lose by it.

On the other hand, if you sell your Liberty Bond now, you will find that the man you sell it to will not give you a dollar for every dollar you paid for it. The price has been brought down because so many people are offering to sell their bonds. If the market is flooded with tomatoes, you can buy them cheap, but if everyone is clamoring for tomatoes and there are few to be had, the price goes up. The same is true of Liberty Bonds. *Short-sighted people are dumping them on the market, and wise ones are buying them.*

The best advice that can be given to the owner of a Liberty Bond is this: Hold the bond you bought during the war; it is as safe and sound as the United States Government itself.

Buy as many more at the present low rate as you can afford. If you hold them to maturity, you are bound to make the difference between what they sell at now and their face value. You will also receive good interest on your investment.

Hold on to your Liberty Bonds and buy more.

Maryland Needs Real Men for Her National Guard

THE State of Maryland is now engaged in a campaign to recruit 3,200 men in its National Guard 1,800 from the City of Baltimore and 1,400 from the rest of the state.

The history of the Maryland National Guard in the service of the state and the country is an enviable one. In any catastrophe such as that sustained in the great Baltimore fire of 1904, the Guard has responded unselfishly and adequately for the protection of the people and the property of the commonwealth. Thousands of Maryland boys gave unstintingly to the public service during the Mexican trouble on the border and the history they made for the state during the Great War will always be imperishable.

After the police organizations of the communities of the state, the Guard is the first to be called on by the Governor for help when danger threatens, and there is no finer way in which a man can show his loyalty to his friends, his state and his country, than in declaring himself ready to respond to their need by enrolling his name as a member of the Guard.

Previous to the Great War, membership in the National Guard meant not only splendid training in discipline and military science, but also the enjoyment of good fellowship. These same advantages are now offered men joining. In addition, a number of the large business institutions of the state, including the Baltimore and Ohio Railroad, have agreed to give to any of their employes who enlist and who are called into active duty, the difference between the pay they receive from the state for their service and what they would receive if they continued in their regular business positions.

To every right thinking young man in this country the privilege of calling himself an American means more than the fulfillment of his ordinary duties as a citizen—obeying the law, interest in civic betterment, voting, etc., on the one hand, and the opportunities and protection afforded by American citizenship on the other. It means a spirit quick to respond to the highest needs of the state and nation, whether military or otherwise. Maryland needs men in her National Guard, and no young man, whether or not he has seen military service in the uniform of his country, can more honorably earn the name of "patriot" than by joining now.

The duties and privileges of membership are well understood by our readers and full details can be secured and enlistments made in Baltimore, at the Fifth Regiment Armory, and at the armories in the following towns and cities: Frederick, Hagerstown, Cumberland, Westminster, Hyattsville, Annapolis, Cambridge, Bel Air, Elkton and Salisbury.

THE TRANSPORTATION ACT OF 1920

How It Affects Railway Financial Returns and Valuation

By JENKS B. JENKINS
Valuation Engineer

1. All railroads get a guaranteed return, the same as for the three year test period, for six months from March 1, 1920, ONLY.

2. For a period of two years, the Interstate Commerce Commission is to fix the rates so that each group of railroads, covering such territory as the Interstate Commerce Commission may determine, shall receive an average return of 5½ per cent. on the value of the property, with a further provision that the Interstate Commerce Commission may allow one-half per cent. additional; there is no guarantee that any one road will earn 5½ per cent. or any other rate, or that it will earn enough to pay its fixed obligations.

3. After the two year period, the rates are to be fixed by the Interstate Commerce Commission to give what they may consider to be a proper average return.

4. Any railroad earning over 6 per cent. shares half the excess with the Government.

This Act places an importance upon valuation work which never before existed and attaches a direct money value to the thoroughness and accuracy of the valuation work. Every dollar lost on valuation will mean a perpetual loss of 5½ cents per year to the railroads in this country.

Commercial Development Means Business Insurance for the Railroad

"The best solicitor a railroad can have is a smokestack working in a plant located along its tracks"

By H. O. Hartzell
Manager Commercial Development

THERE are two general methods by which a railroad may develop and expand its business. One is to extend its lines to reach new territory, to serve a larger area, and consequently a greater population. This, which may be called the extensive method, is important in opening up undeveloped lands and providing easy communication where it was difficult before. The early railroad history of this country or of any country affords an example of this sort of development. The problems to be met are largely those of financing and engineering and it is those two departments of the Railroad which bear the burden of expansion.

Intensive Development

The second method is one which naturally follows and depends upon the first, and which becomes more and more important as the area of undeveloped lands diminishes. Rather than add any great amount of new mileage, the plan is to develop intensively the territory already traversed by the railroad, by fostering the existing industries, inducing new ones to locate along the lines, opening up latent natural resources and industrial areas, helping the farmers market their products to the best advantage, and by cooperating with the people along the railroad in numerous other ways.

It was to administer this intensive method of development that the Commercial Development Department of the Baltimore and Ohio Railroad was formed in 1916, and subsequently reestablished last March when Federal operation of the roads terminated.

It will be seen from the above that the scope of this department's activities is exceedingly wide, and that its intrinsic importance increases as the area of unused land decreases. It is preeminently, therefore, a department which provides for the future.

To obtain the best results an organization of this kind requires the full cooperation of every employe in every department of the Railroad, because from the very nature of its duties, the Commercial Development Department must work closely with all the other departments, especially with the departments of Traffic, Engineering, Operation and Real Estate.

No less important is the contact with the public. The department must keep in close touch both with the present shippers and with prospective shippers. The further development of existing industries is of as much importance as to secure new ones. Inasmuch as it is one of the fundamental aims of the Commercial Development Department to assist in every practicable way in the development of the communities traversed by the Railroad, special attention is given to cooperation with Chambers of Commerce, Agricultural Associations and similar organizations. Some of the most progressive Chambers of Commerce on our lines never undertake to put through an industrial proposition without consulting this department and securing our aid.

Expert Service in Industrial Economics

The location of new industries on Baltimore and Ohio rails and the arranging of side track facilities for expanding industries constitutes one of the principal divisions of the department's activities. To handle these propositions, we have Industrial Agents, with headquarters at Baltimore, Pittsburgh, Cincinnati and Chicago. These men are thoroughly trained in the science of factory location, are conversant with industrial conditions in their respective territories, and at the same time, have a background of practical business experience. They have at hand recently compiled industrial surveys of various communities, containing complete and accurate data covering factory sites and buildings, labor conditions, fuel and power costs, raw materials, tax rates and other factors affecting operating costs. These studies are available to the prospective manufacturer, and if he requires further information, the department is prepared to make a specific report meeting his individual requirements.

Locating Industries Economically

Investigations have developed that a considerable percentage of the manufacturing plants in the United States are not economically located from the standpoint of assembling cost of raw materials and fuel supply and the marketing of the finished products at minimum expense. Such locations often have been chosen when the industry was small, chiefly from sentimental reasons. To assist manufacturers so located, to overcome losses through continued operation in their present plants, the Commercial Development Department prepares reports which are available at all times, covering kinds and sources of raw materials, fuel, etc., to be secured on our lines.

At the present time, a special effort is being made to induce manufacturers using large quantities of coal, iron, steel and other commodities produced in Baltimore and Ohio territory in large quantities, to locate on our rails where these materials may be obtained with a minimum haul. Besides the advantages of low rates and better service to be derived from a location near the sources of supply, the Baltimore and Ohio is so situated as to be able to offer unsurpassed facilities for nation-wide distribution, satisfactory climatic conditions throughout the year, cheap power and numerous other operating advantages.

Insuring Business Against Lean Years

But, it may be asked, how can a railroad justify its efforts to expand its business and acquire more industries, when it is unable to care satisfactorily for its present shippers? To such a question the answer is, that a progressive railroad cannot afford to disregard the future, but must adopt a farsighted policy. The country is now enjoying a period of marked prosperity and industrial activity, while the railroads have, at best, remained stationary during the two years of Federal operation. This unbalanced condition cannot last. The railroads will expand to handle the increased business, and the wave of prosperity will, at least partially, subside. In the years of plenty, therefore, the railroads must prepare for the lean years when equipment and facilities will be abundant, and production will be limited. It has

been stated that "the best solicitor a railroad can have is a smokestack working in a plant located along its tracks." The Commercial Development Department endeavors to locate industries so that the truth of this statement may be fully realized even when general business conditions are most adverse. Factories planned now will not be built in a day, but will be put in operation probably at a time when their tonnage will be greatly appreciated.

One of Our Largest Industries the Result of "Tip" from Employe

In connection with the location of new industries, there is an opportunity for every employe to be of valuable assistance. Anyone may learn, perhaps quite by chance, that some new industrial enterprise is seeking a location. It was information of this sort, gathered in casual conversation by a railroad employe and subsequently reported to a Baltimore and Ohio Industrial Agent, that resulted in the Railroad's acquiring one if its largest industries.

Another manner in which employes may help is by notifying the department of unoccupied factories and warehouses adjacent to the tracks of the Baltimore and Ohio, which might be used for manufacturing purposes. Information of this sort is constantly changing and is difficult to keep up to date.

In a similar manner an Industrial Agent may cooperate with the Traffic Department by reporting future movements of building materials, etc., for new plants.

Study of Natural Resources

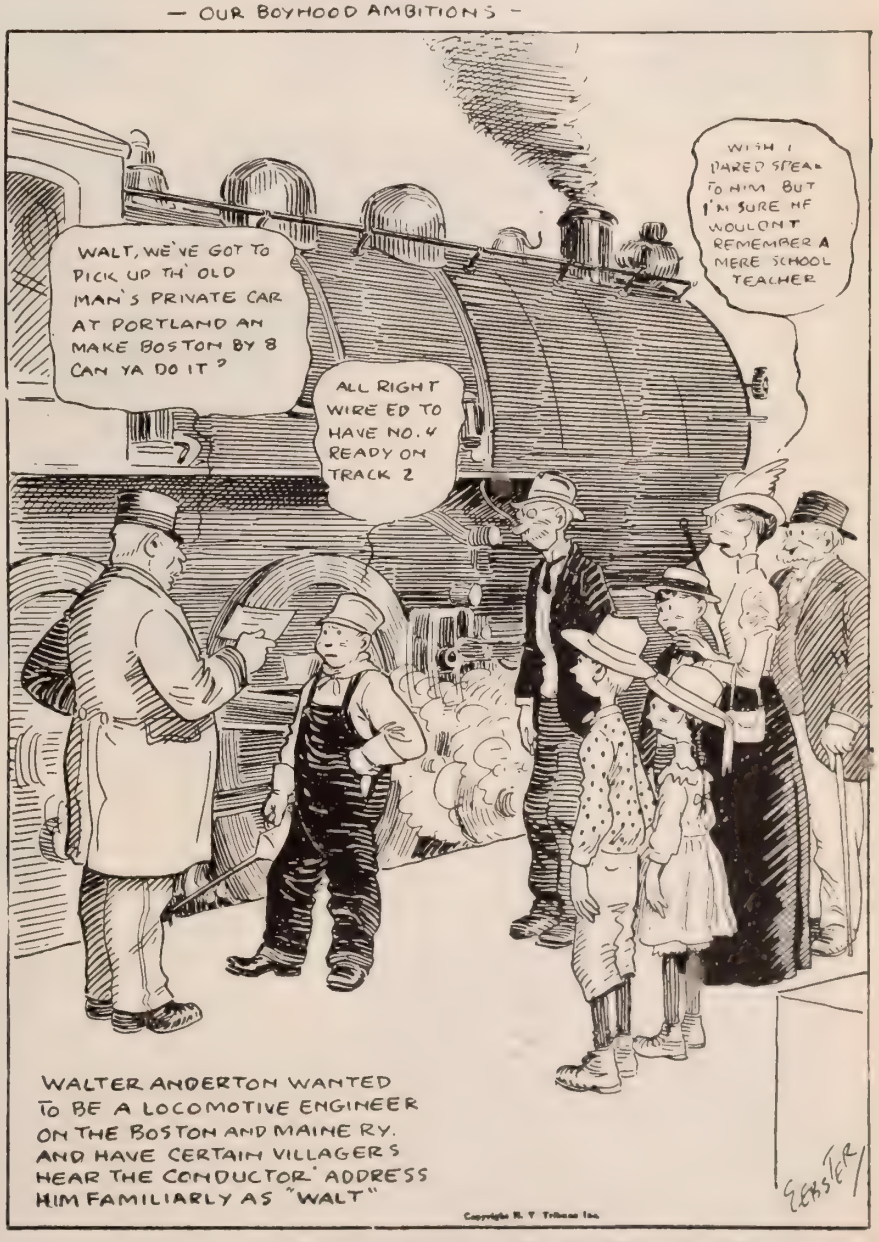
Another phase of the Commercial Development Department's work is the preparation of detailed studies of the natural resources along the Baltimore and Ohio, both as to quality and quantity, with special reference to the opportunities afforded for their development. Thus new mineral and chemical industries are encouraged, and additional sources of raw materials are found for industries already established. Some of the concrete results already obtained from efforts in this field may be seen in the development of the vast coal resources tributary to the Railroad. Generating stations for electric power are being built at the sources of fuel supply, thus securing minimum operating expense. A large and rapidly growing by-product coke industry of great value has also sprung up during the last few years and coke ovens are being established at various points, producing gas supply for industrial purposes. With 25,000,000,000 tons of all kinds of bituminous coal easily accessible from the Baltimore and Ohio, the possibilities for coal consuming industries are unlimited.

Agricultural Development

In agricultural development the department will cooperate with the farmers principally by assisting them in marketing their products more advantageously. The Agricultural Agent will be a thoroughly practical man who will spend a large part of his time in the field, working directly with the farmers and the various existing agricultural agencies.

The foregoing outlines briefly some of the aims and present activities of the Commercial Development Department. The keynote to its success is cooperation—cooperation between this and every other department of the Railroad and the general public.

Cars Are Only Earning When The Wheels Are Turning



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President Willard confesses that this cartoon is a true representation of his youthful ambition. That the young Engineer in the picture is feeling the same kind of pride and importance which he, President Willard, felt thirty years ago as he made his first run on the old Connecticut and Passumpsic River Railroad into the station in the old home town and made his initial appearance as a full fledged Locomotive Engineer among the neighbors and acquaintances of his boyhood.



Above: Room occupied by the Czar when a captive of the Bolsheviki at Ekaterinburg. Iron bed, cold, gray walls and uncovered, rough board floor—a strange contrast, indeed, to the splendors of his former apartments.



Above: Jewelry, personal mementos, and other religious regalia of the Czar's family which the Czechs collected and photographed after their capture of Ekaterinburg.



Former Czar of Russia, Nicholas II and his family: Czarina Alexandra, the Grand Duchesses Olga, Titania, Anastasia and one other; the Czarevitch (heir to throne) Alexis. This picture was found in the death house at Ekaterinburg.



Left: The logs shown covered the hole in the ground into which the bodies of the members of the Czar's suite were thrown after they had been slain by the Bolsheviki. Powerful acids were poured in to effect rapid disintegration of the bodies.

Right: Against this wall the victims were placed as they were about to be executed, the broken plaster and the holes showing the results of the assassins' bullets after their deadlier work was done.



Through Soviet Russia with the Czecho-Slovaks

By Colonel George H. Emerson

Chief of Motive Power

One of the most dramatic and far-reaching events of the World-War was the Russian Revolution. If Kerensky, who assumed the role of political and military dictator, had been a Cæsar, a Napoleon or a Foch, it is probable that he could have stifled German intrigue and treason among the Russian forces, been a decisive factor in the earlier termination of the conflict—and engraved his name on the list of immortals. But he failed because he was unable or unwilling to establish discipline among his troops, and the freeing of several millions of German soldiers on the Eastern front, caused by the collapse of the Russian forces soon after the revolution, demanded quick action by the Allied powers. Kerensky said that if he could get supplies through Siberia, he could again engage large forces of the Central powers on the Russian front. This required the safe transport of these supplies via the Trans-Siberian Railroad, and it will be remembered that Mr. John F. Stevens was dispatched to Russia as head of the Russian Railway Commission, to see what could be done.

His recommendations called for the organization of a complete railroad staff to supervise the maintenance and operation of this railroad, and it is of the activities of this staff that the following story tells, in the words of its leader, Colonel George H. Emerson, now Chief of Motive Power of the Baltimore and Ohio.

WE SAILED from San Francisco on November 11, 1917, with 288 commissioned officers in the party, constituting 14 complete superintendents' organizations. These included general superintendents, superintendents, master mechanics, trainmasters, chief dispatchers, train dispatchers and shop foremen.

Just previous to our departure we learned that the Kerensky government, from which so much had been expected, had fallen. The Bolsheviki were said to be in complete control, and such indeed was the condition we found when we arrived at Vladivostok on December 14, and the Bolsheviki refused to permit us to land.

We were unable to get instructions from the United States Government, either by cable or otherwise, and our position at Vladivostok being untenable, we secured the government transport "Thomas" and proceeded to Nagasaki, Japan. It was thirty days before we were able to find accommodations there and release the transport.

Mr. John F. Stevens and I then decided to go to Harbin, Manchuria, via Korea. We arrived there on January 22, 1918. A few days later the Minister of Ways and Communications of the Siberian Railroad, under the Kerensky regime, arrived and advised us that the Soviet government proposed to carry out the original agreement which Kerensky had made with the Allies, namely, of engaging the forces of the Central powers on the Russian front. He therefore urgently requested that we follow our original plan of surveying the Trans-Siberian Railroad and trying to put it in shape for heavy movement of men and material, the agreement which had been entered into with Mr. Stevens.

Mr. Stevens agreed to this proposition and I arranged to move our corps of officers to Harbin, whence I expected to assign them westward to assist in the operation of the railroad. Half of them left Nagasaki for Harbin and the rest were prepared to leave a few days later. Mr. Stevens then went to Tokio, the capital of Japan, and on the day following I was advised through the Kerensky Minister of Ways and Communications that conditions in Siberia had changed and that the authorities which he represented, railroad and political, had decided not to work with the Soviet government.

I immediately issued an order cancelling the movement of the balance of the corps officers from Nagasaki, and the first contingent which arrived at Harbin from that point a few days later were held at Harbin for 30 days. In the meantime I had secured authority to assist in the operation of the Chinese Eastern Railroad, which runs from the Manchurian line east to the Manchurian line west, a distance of about 1,100 miles. The Bolsheviki had just been driven out of Manchuria by the Chinese troops.

On April 26, however, I got instructions from the State Department in Washington, through Mr. Stevens, to proceed west into European Russia and connect up with our ambassador, Mr. David F. Francis, at Vologda, in regard to transportation.

On May 4, seven officers of the corps and I left Harbin for Vladivostok and arrived there on the following evening. I had with me passes issued by the Soviet government and signed by Lenin and Trotsky.



Left: Russian Engineer with two Brakemen



Russian Train Crew in Summer Uniform



Brakemen on Chinese Eastern Railway



Captain (later Colonel) Kadlets, of Czecho-Slovak Army, a warm friend of Colonel Emerson



Guida, of the Czechs, a General at 28 years of age, and later Lieutenant-General in charge of All-Russian Army

During our delay in Vladivostok, awaiting transportation, we were called on by representatives of the Soviet government and a note, which appears in my diary of the trip, is significant of the disorganization in their industries and their early recognition of the fact that manufacturing and transportation could not proceed efficiently without management. The note follows:

"There was very little work being done at the Navy yards and the authorities seemed to realize that they must have assistance in perfecting an organization which would assist them in maintaining railroad equipment and at the same time give work to a large number of idle men; in fact, they stated they would be much pleased to have Americans take over the plant and operate it."

Finally, on May 19, we left Vladivostok on the Amur line of the Siberian Railroad. About the only traffic being handled on the railroad at that time was the heavy movement of German, Austrian and Magyar prisoners, who were being repatriated under the infamous terms of the Treaty of Brest-Litovsk. One of these men whom I met was a former professor of chemistry in the University of Chicago and he boastfully predicted that following the treaty, in 60 days he and his officers and companions would be fighting the "Yankees" on the Western front.

In passing I should say that we were surprised at the substantial construction of the railroad, especially after the wear and tear of over three years of war, with its consequent poor maintenance. It was being badly neglected during the political and industrial confusion incident to the Soviet regime, however, and whenever we met Soviet authorities, their first request was that we help them put their shop machinery and rolling stock in shape for the proper handling of transportation.



Mr. John F. Stevens and Provodnik (porter), Harbin, Manchuria, 1918



Member of Colonel Emerson's staff (note blouse of U. S. uniform, never universally adopted for our army), with eagle mascot of Czech soldier on right

On May 24, I met Colonel Raymond Robbins, who was representing the American Red Cross in Russia. He said that he had just returned from a successful visit to the Soviet government in Moscow and that although there was some trouble between the Czecho-Slovaks and the Bolsheviki further west, he did not think we would have any difficulty in getting through.

At Irkutsk, the American Consul General, Harris, informed me that the Czechs and the Soviet government were having serious trouble. However, we pushed on to Krasnoyarsk, 300 miles west of Irkutsk, arriving there on May 27. The president of the local Soviet and the governor of the province, Mr. Weinbaum, confirmed the rumor of serious developments between the Czechs and the Bolsheviki. I then got in connection by telegraph with the Consul General at Irkutsk, was advised that the trouble was general, that the commander-in-chief of the Czecho-Slo-



Peasant girls at Irkutsk, May 26, 1918. Despite their holiday attire, it was but three hours after the picture was taken on the station platform that a battle was raging between the Reds and the Germans, and the Czechs, there



Engine of Special Train provided for Colonel Emerson and his party Note the Stars and Stripes and the white flag, indicating the country and the neutrality of mediators

vaks was located at Marinsk, 300 versts (200 miles) west, and I was instructed to push on west and offer my services as mediator between the Czechs and the Soviet forces.

On our arrival at the front at Marinsk, we found 3,000 Bolsheviki troops under the command of German officers, strongly intrenched and supported by field artillery and machine guns.

We consulted with their commander-in-chief, in regard to the terms under which they were willing to permit the Czecho-Slovaks to proceed east. Then followed a long period of negotiations between the Czecho-Slovaks and the Bolsheviki, in which we were the mediators, we moving on a hand car between their lines and those of the Czecho-Slovaks under a flag of truce.

The commander of the Czecho-Slovaks, Captain E. B. Kadlets, was a smart, intelligent fellow who informed us that the Czecho-Slovak forces consisted of about 45,000 men, distributed at various stations along the railroad from Penza all the way east to Vladivostok. He said that he had received reliable advice that the Bolsheviki had agreed, after the Treaty of Brest-Litovsk, that the Czecho-Slovaks would be delayed as much as possible in their movement east and would finally be made prisoners and returned to Austria.



Street side of handsome station of the Trans-Siberian Railway at Vladivostok



Building in which Russian Royal family was confined previous to their slaying by Bolsheviki

At this point it should be remembered by the reader that before the World War the Czecho-Slovaks, better known to us as Bohemians, were ruled by the Austro-Hungarian monarchy. That for years they had been chafing under this despotism, having practically all the elements of an independent nation except that of the power to coordinate their forces in such a way as to effect their independence. That they were drafted into the Austro-Hungarian army, but that during the war they deserted in large numbers to the Russians and fought valiantly for the Allied cause. That when the Russian revolution came and the Kerensky regime broke down, they fought a memorable rear-guard action against the forces of the Central powers, protecting the retreat of a part of the Russian armies. They then volunteered their services to the Allies, wherever they were needed, through the French ambassador in Russia, and arrangements had been made with the Soviet government to move them eastward through Russia to Vladivostok, whence they were to be sent to the fighting line on the western front in France.

At the time I met Captain Kadlets, the Czecho-Slovaks had been disarmed. Shortly afterward, and during my mediation between the Bolsheviki and the Czecho-Slovaks, I met General Guida, commander-in-chief of the Czechs in Russia. He was aware of the fact that the Bolsheviki had considerable forces, supported by artillery, at all points east on the Siberian Railroad, but said that he proposed to arm his forces and did not expect much trouble in getting through. That same night the 800 troops in his local force, armed only with clubs, axes and a few hand grenades, took the arsenal at Marinsk, defended by 3,000 trained Soviet troops and protected by walls 25 feet high. Making human ladders, the Czechs performed marvelous feats of strength, agility



Type of water tank on Trans-Siberian Railway. At many of the smaller stations there are two of these, one at each end of the station grounds, with from three to eight stand pipes



Street in Krasnoyarsk, principally interesting because it shows the construction of telephone poles

and courage in scaling these walls and capturing the arsenal. They took no prisoners and the next morning had two platoons of artillery, 500 machine guns, 5,000 stands of rifles and 3,000,000 rounds of rifle cartridges.

This was but a single illustration of the splendid spirit, training and fighting ability of the Czechs, for on May 26 and for the several days following, at every point on the Siberian Railroad at which they were located, they captured the railway stations and arsenals. After this coup, and when the Czechs were well supplied with arms and ammunition, the Soviet representatives finally agreed to allow them to proceed to Vladivostok, fully armed, provided they would not cause trouble en route or interfere between the forces of the Bolsheviki and the so-called White Russians, who, at that time, were opposed to the Bolsheviki and favorably inclined toward the Allied cause.



At Zavitnaya, a good example of the Trans-Siberian Railway Station in the small city and town

Finally, after many days of offers and counter offers, and continuous mediation on our part, the Czecho-Slovaks agreed to a six-days' armistice from Marinsk east. Their farsightedness in agreeing to these terms was shown in the fact that they were left freehanded to operate west for the relief of their forces in that direction while the Bolsheviki were forced to remain inactive east of Marinsk.

General Guida immediately entrained with his entire force, started west and had a heavy engagement with the Bolsheviki, working east about 100 miles west of Marinsk. He cut their forces to pieces, captured considerable supplies of ammunition and pushed rapidly west to connect with isolated bodies of Czecho-Slovaks. He then moved on Omsk, one of the most important cities in that region, the large Soviet forces evacuating it practically without resistance. Several days later he moved further west and captured Toumin and Chiliyabinsk.

He then struck east from Toumin and captured Ekaterinburg, just after the finale of one of the most dramatic and tragic episodes of the war. For it was in this city that the Czar and his family had been imprisoned by the Bolsheviki, and had been assassinated the day before the Czechs captured it. I have numerous photographs in my collection to substantiate this, a few of which are reproduced on these pages. Some of these show the rooms of the members of the Czar's family, with such pictures on the walls and other evidences of royal ownership, including dozens of pieces of personal property belonging to them, as to make the identification quite convincing. One of these pictures shows the hole in the ground into which the bodies of the royal family were thrown and into which acid had been poured to effect quick dissolution.

At this point in the story it should be remembered that for five months, ever since I had left Vladivostok, we had had no word from the outside world—knew nothing of the great developments in the World War. We had been told that Paris had been captured and the war won by the Germans. Meantime, I was still trying to get in touch with the American ambassador.

From Chiliyabinsk, I proceeded beyond the summit of the Ural Mountains to Zlatoosk on the south line of the railroad. Large forces of the Bolsheviki were moving eastward to engage the Czechs.

During the latter part of July we received word from a French army officer that the Allied governments had recognized the Czech forces in Russia as a part of the Allied armies and that a military expedition was to leave Vladivostok shortly for their relief.



Contrasts

Left: a typical Czecho-Slovak soldier, showing the qualities of alertness and smartness which helped make possible the remarkable fighting campaigns he went through. Right: a Bolshevik commissaire, or representative of the people

On July 15, I was requested by the French officer accompanying the Czechs to return to Omsk, and as we had received no advice from the outside world since early April and the Czechs had decided to fight their way east to connect with the Allied relief expedition, we volunteered our services with the Czechs. We received instructions to report to General Guida, who assigned us to his engineer forces.

His troops then numbered 1,500, fully equipped with artillery, machine guns and a few armored cars. He decided to work east over both main lines of the railroad, the Siberian Railroad being double-tracked here. The armored cars were in the lead, followed by the engineers, and the infantry brought up the rear.

(The story will be continued in the July issue.)



One of the magnificent churches at Krasnoyarsk



Sleep

By Dr. J. E. Hurley
Medical Examiner, Pittsburgh, Pa.

IF you ask, "Why do we sleep?" the answer is: "We sleep to rest." During sleep the whole body rests; the brain, the heart, the lungs, the stomach, the muscles; indeed, all of our organs are benefited. While awake, the fatigue products of our muscles and nerves accumulate faster than they are removed; hence, tissue wear is greater than repair. In sleep the reverse is true—constructive processes go on in all the cells of the body, which is thus restored and refreshed.

So slight a sound as the wind in the chimney, or a fluttering leaf against the window-pane, may make us dream; but the most frequent disturber is our stomach. If we eat too much before retiring, or the food is not easily digested, the brain is disturbed and part of it awakens, which causes us to dream. As one hour of deep sleep is more beneficial than many hours of light or troubled sleep, it behooves us to guard our stomachs carefully before bedtime, eating only that sort of food which we know agrees with us. There was a time, not so long ago, when it was considered inadvisable to eat anything before retiring; but many physicians now believe that a light repast of readily digestible food is beneficial rather than harmful, if it be taken at bed time. The argument advanced for this theory is that by taking some food, the blood necessary to bring about the changes incident to digestion is drawn to the stomach, relieving the brain of any surcharge it may have, and thereby inducing sleep.

To those whose duties require them to sleep away from home—in camp cars and resthouses, for example—a few words of caution may be applicable in regard to avoiding damp places when selecting a site for their cars or cabooses. One of the prominent characteristics of water is the quantity of heat it can hold, and the rapidity with which it absorbs heat from anything else. When we sleep in a wet place the body quickly loses a large quantity of heat. This means that the temperature of the body is reduced by radiation of its heat. Following out this line of reasoning, a reduction of the temperature of the body and blood likewise lowers its power of resistance to all sorts of germs or microbes, such as those which cause pneumonia, rheumatism, bronchitis, influenza or a common "cold."

The necessity for fresh air in the sleeping room cannot be too strongly emphasized. Notwithstanding the importance of this advice, many people continue to sleep in close, stuffy, unventilated rooms. Windows should be open—the wider the better—in all seasons, winter as well as summer. If this were done there would be fewer "colds;" for this condition is a result of hot, close, unventilated rooms in a large percentage of instances, rather than from cool, well ventilated rooms, as is imagined by so many people. The bed should, of course, be supplied with enough covering of the sort which combines the greatest warmth with the lightest weight. The pillow should be small, as a large one holds the head in an unnatural position which hinders the free circulation of the blood. The more nearly straight and horizontal the body is in sleep, the more perfect will be the relaxation and rest. A good mattress is preferable to a feather bed.

The proper amount of sleep varies with the individual. It is quite generally accepted, however, that the average person should spend not less than eight hours of each twenty-four in sleep. We read, it is true, that some mighty brain workers do with less, but for most of us eight hours is probably the proper amount. Too little sleep is plainly shown by the pale face, dull eyes, irritable temper, lack of concentration and loss of efficiency. Too much sleep is not to be desired either. In this case the brain becomes sluggish and incompetent; the functions of the kidneys and intestinal tract are disturbed. Night is the best time to sleep because it is quiet, cool and dark. Noise and light stimulate the brain.

Under no circumstances should we countenance the use of drugs to induce sleep, for such sleep occurs at the expense of vital energy and the offending cause of sleeplessness is masked instead of removed.

—

Overheard at the Medical Quiz

Professor Sapio: "Dr. Brown, what is the difference between scarlet fever and scarlatina?"

Dr. B.: "None whatever."

Prof. S.: "Well then, doctor, how is it that we hear intelligent people, and frequently physicians, say that Johnnie or Mary has not scarlet fever, but simply scarlatina?"

Dr. B.: "Scarlatina is the technical or medical term, for scarlet fever, and the disease may be of mild or severe form. Old time physicians were under the impression that they were separate and distinct diseases, but that idea has long since been exploded. Scarlatina is scarlet fever, and whether the attack is mild or severe it is contagious, and may be followed by serious consequences unless proper treatment is obtained."

Prof. S.: "Exactly so, gentlemen. And how unfortunate it is that such an impression exists."



John: Are you still working for "Jim" Conway?

"Pat:" Oi'll work no more for that man Conway!

John: And why not?

"Pat:" Shure, an' 'tis on account ov a remark he made.

John: And what was that?

"Pat:" Says he, "Pat," says he, "Ye're discharged."



View of the Atlantic fleet steaming up New York Bay. Taken from the U. S. S. Pennsylvania and showing a long string of the mighty dreadnaughts and an aeroplane hovering over the fleet.



Wounded and harpooned whale that has been drawn up to the side of a whaling vessel, about to dive again. Thousands of Fulmar Petrel are waiting to pick up oily scraps. These birds follow whaling vessels for hundreds of miles. Whaling crews blow up the captured whales with air pumps to make them float and haul more easily.



The Inauguration of Washington as first President of the United States by persons costumed to represent Washington, Governor Clinton, Chancellor Livingston, Samuel Otis and John Adams, reenacted by the Constitutional League of America on the 131st Anniversary of the event on steps of Sub-Treasury, N. Y



Taken from a Navy seaplane, this picture shows the U. S. S. Oklahoma steaming into the North River. Note Aeroplane mounted on forward gun turret.



Georges Carpentier and his pretty wife on the steps of the Pullman car "Ideal" at Camden Station. "Msieu," Ace and Champion Heavyweight of Europe, kept a big crowd waiting for his late rising the morning the picture was taken.

Do You Know of an Older Baltimore and Ohio Relic than This?

THE badge in the accompanying picture was one that was worn in the procession celebrating the laying of the cornerstone of the Baltimore and Ohio Railroad, on July 4, 1828. It was worn by Thomas Turner, a carpenter's apprentice for the Baltimore and Ohio, and a son of John and Martha Turner, who was born on April 12, 1811. From the possession of the Turner family, the badge passed into the hands of Turner's nephew, Charles Oliver Conley, who prized the relic highly until his death in 1916. H. O. McAbee, grandson of Charles Conley, and chief of our Pass Bureau, now has the badge, and it is through his courtesy that we have been able to get the picture of it. The badge consists of a single strip of white ribbon, its edges yellow with age, but still preserving remarkably well the original inscription. That the badge is an honored relic in this old Baltimore and Ohio family may be known from the fact that it is carefully pasted on the inside cover of the family Bible, itself almost a hundred years old.

This is a souvenir worthy of preserving, for the laying of the Baltimore and Ohio cornerstone was certainly one of the most important epochs in the history of the United States and the progress of world industry.



Badge worn at laying of cornerstone of Baltimore and Ohio

The Value of Encouragement

By C. E. McDonald,
Chief Night Clerk, Clark Avenue Office, Cleveland, Ohio

ENCOURAGEMENT is the great stimulus to great effort. You can take the heart out of the best man on earth through fault finding and discouragement, a fact to which many employes can testify. On the other hand, you can, by proper encouragement, stimulate almost any employe to greater efforts. Fortunate is the man who has learned the value of encouraging his fellow workers and associates in business, for he has made a step toward leadership.

The great leaders of the world have always been men who made it their business to encourage others and thereby urge them on to greater endeavors.

The American army in France was an encouraged army. The German army was a discouraged, brow-beaten army. See what happened. The thing called "morale" in the army, can be developed properly only through encouragement. The same is true of individual morale.

Let the other fellow have the discouraged, brow-beaten force of workers; we prefer one which has been developed through encouragement, inspiration, kindness and fair dealing. Also, we will be a good deal happier working with such a force.



—*Copyright Underwood & Underwood*

MEMBERS OF THE NEW RAILROAD LABOR BOARD

Left to right: (standing) Wallace W. Hanger, of Washington, D. C. (member of public group), Secretary; Albert Phillips, of California; (seated) William L. Parks, of Chicago; J. H. Elliot, of Dallas, Texas; Henry T. Hunt, former Mayor of Cincinnati, Chairman; Horace Baker, of Cincinnati; James J. Forester, of Cincinnati



ROBERT M. VAN SANT, *Editor*
MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

John Wanamaker's Service

John Wanamaker did a great service to the American people when he inaugurated his 20 per cent. reduction sales in his two big stores in Philadelphia and New York. Hundreds of thousands of people are many dollars to the good because of this act, the influence of which spread rapidly to all parts of the country and is still bearing fruit in sharp reductions on all kinds of merchandise that can be purchased in the department store. Some newspaper comment said that Mr. Wanamaker had only hit old H. C. L. a light tap on the nose—that he had not struck him a body blow. We are inclined to think otherwise, especially if consumers will investigate carefully all so-called reduction sales, and use their own good judgment on the subject of fair prices. Aside from the increased turnover, the quicker and larger use of invested capital and the greater production which Mr. Wanamaker tried to stimulate, perhaps the most important result accomplished is the fact that people who a month ago were freely spending their money for commodities held at inflated prices, now realize how they were being "stung" and will hold off from all except absolutely necessary purchases until they feel sure that an era of fair prices and profits is with us again.

Rates and Wages

No matter what we think about wages—our own wages, if you please—we've got to admit this fact:

Wages today—yours and mine, and those of all the rest of the wage earners in the country—can buy more transportation than ever before, for the simple reason that since the beginning of the War, when our railroads were selling the cheapest transportation in the world, wages have been increased a much greater percentage than have rates. Any wage earner, even the unskilled worker, can ride further now on a day's wages than ever before. In other words, you and all other railroaders are producing a service which the public is getting relatively cheaper than almost anything else they can buy.

In Italy, rate increases have averaged about 100 per cent. since the beginning of the War; in neutral Switzerland freight rates have gone up 180 per cent. Here they have increased only 40 per cent. during the same period.

A suit of men's ready made clothes, costing $45.00 in Baltimore, has less than six cents added to its cost for sending it by rail to Chicago for resale there.

As railroaders, we may feel gratified that we are selling our transportation service so cheaply as compared to what they get for it in other countries and as compared with the prices of other commodities in this country.

The Railroads to the Public

A publication has just come to my desk, illustrating the interesting trend of thought of railway managements in their public service capacities. It is called "A Statement of Facts," and is published by the Long Island Railroad for free distribution to its passengers and shippers. It is a concise collection of facts, which, after covering the function of transportation generally and the position of the Long Island Railroad, contains, among others, the following suggestive paragraph headings:

"How Can We Continue the Growth of the Long Island Railroad Facilities?"; "Past Performances"; "Growth of Long Island Railroad in the Past and Plans for the Future"; "Additional Capital Required for Next Ten Years to Keep Up With Growth of Traffic"; "Plan of the Management to Meet the Situation."

In other words, the Long Island Railroad, in a statement signed by its President, has taken into its confidence all the factors affecting its existence, service and growth, namely, the management, the employes and the public. It does not require an unusually clear or prophetic vision, nor, again, an unusual optimism to forecast that with such frankness obtaining among all the factors in the railroad situation as this pamphlet illustrates, the railroad problem will be solved to the satisfaction of everybody who is interested in it, and to the permanent progress and prosperity of the country as a whole.

Live Wires on Charleston Division

Lest pressure of other material prevent our using them soon we hasten to acknowledge three good articles just received from Charleston Division employes. Two of these, the one on the progress our Charleston friends are making in cutting down Loss and Damage, and another on Economical Coal Consumption, are by N. W. Jones, secretary to the Superintendent. The other is on "Old King Coal," and is by C. H. Carpenter, train dispatcher, Gassaway, who, it will be remembered, was first prize winner in the No-Accident Campaign, Eastern Lines, during 1919.

With our thanks for the desire on the part of these authors to use the MAGAZINE to present interesting and important facts to our readers, go also our congratulations to the division for having in its personnel, live wires who are so intensely interested in the success of the Railroad's operations.

The Coldwater—A Hog Islander

So much has been published, favorable and unfavorable, about the great Hog Island ship building plant, that I was more than pleased to have the opportunity recently of inspecting the Coldwater, one of the last freighters launched there. She was lying at our Locust Point water front loading a miscellaneous cargo for Genoa and Naples, Italy.

Her Captain, H. R. Laster, and her Chief Officer, were cordial hosts and gave our party the privilege of a thorough inspection. What impressed me most, however, was the fact that there did not seem to be much to inspect. For this huge freighter is a marvel of simplicity, the most complicated and biggest part of her equipment being, of course, her oil-burning boilers and the turbine engines, set almost amidships. And even this great power plant seemed most compact—even small—for a vessel of her size.

Aside from this engine plant and the long, narrow and shallow waterproof compartment set in the bed of the ship, and just large enough for a man to walk through

alongside the great propeller—aside from these and the space devoted to quarters for officers and men, the whole inside of the ship yawned deep and wide with cargo space.

On her last trip, by the way, this vessel made the quickest turnaround of any Hog Island ship yet built. She left our pier at Baltimore on March 9 and touched at Oran, Algiers, Philipoille, Bova and Tunis in Algeria, Piraeus in Greece, Genoa in Italy, and at Gibraltar, and arrived at Hampton Roads on May 9, just two months after leaving.

Our shipping interests did marvels at building ships during the war and it is hoped that whatever legislation is necessary to keep our merchant marine in a healthy and vigorous condition, will be done, so that we can continue to deliver our own goods in our own bottoms.

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Blends

Humanity is irrevocably wedded to the idea of improving on an original article and a "Mixer" or "Blender" in any business is important.

A blend of Mocha and Java makes a better drink than if either were brewed alone. By the same token the friendly blending of the views of employes and officials on the Baltimore and Ohio will create an unbeatable combination.

And when the "Acid Test" comes, this blend should be seasoned with "That ye love one another as I have loved you," so as to avoid any possible failure.

Label that blend with "Love for Humanity," and the partnership and corporation, officers and employes, will be working in three eight-hour shifts, all for one another.—E. V. Baugh.

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In a Nutshell

The most dangerous folly in America is the idea of many workers that when they do a half day's work they cheat the employer and help fellow workmen to a job.

They cheat themselves, putting up the high cost of living and preparing a day of reckoning. We shan't see fifteen million men idle at one time, but we shall see a good many hungry, many breadlines formed unless the day, once more, produces a day's work. And the workers, not the employers, will be in the breadlines.

The women of the country should impress upon their sons, husbands and brothers one fact that men ignore. *One workman for a day's pay gets only what another workman produces.* Cut the day's production in two and you cut your *own* pay in two in the long run.

—Arthur Brisbane in New York *American*.

—•

This Is Education

The index to class and trade publications just published by N. W. Ayer & Son, Advertising Agents, Philadelphia, Pa., shows literally hundreds of publications devoted to the various arts, sciences, industries, commercial and agricultural pursuits. Here are some of the subjects covered: Cordage, Anti-Tobacco, Bee Keeping, Clay, The Deaf, Ginseng, Oology, Peanuts, Sewing Machines, Trapping, Zionism.

"Railroads" are credited with 74 different publications. Certainly with the treatment of subjects so diverse as those given above, and with an important subject like railroading covered by not less than 74 publications, an intelligent man in any capacity in life can hardly find an excuse for failure to achieve self-improvement.



Wrist Watches and Worry

Several months ago one of our officials met W. C. Donnelly, supervisor of Time Service. He took him apart from the group of men standing around and whispered:

"Say, Donnelly, how do you think a wrist watch would look on me?"

The upshot of the conversation was that Mr. Donnelly secured one of the best in the market for him. When the new timepiece was being fitted, the official almost reneged. He tried to locate some part of his anatomy beside his wrist where it would be convenient yet concealed. He suggested his upper arm, but there were two objections to this, the high cost of cutting holes in sleeves and the muscular expansion of that part of his body. (And be it said here that this official has *some* expansion, for he is one of the many who started at the bottom and worked his way up through some of the jobs where brawn counts with brain; now, in a comparatively sedentary position, he still keeps in good health by regular exercise.)

A good looking watch now adorns his wrist each day. We suppose that he has been the butt of many jokes and jibes from other "practical" railroad men. But what, in the last analysis, is more "practical" than "convenience" and "utility"? The war completely riddled the old idea that the wrist watch and the "sissy" were regular partners. Once worn, a man never wants to go back to the old timepiece unless he happens to be in the position of our trainmen, who are obliged to carry watches conforming to certain construction and regulation standards.

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Tell This to Your Friend Who Is Against Rate Increases

Relatively speaking—and that is the only fair way to consider it—it costs less to buy railroad service now than ever before. Viewed alongside the race between wages and commodity prices, freight and passenger rates look as if they have been standing still.

The next time anyone tries to jolt you because you are a railroad man—and the railroads are asking for an increase in rates—just tell him that you are helping produce about the least expensive thing sold in this country today. And you can add this, too, for example:

> **"The freight charge on a straw hat from Baltimore to Chicago is $.00457, less than half a cent, less, as a matter of fact, than the smallest tip that anyone would think of handing to the hat boy for checking the hat at the dining-room door in any first-class hotel or restaurant."**

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"Even men who are not professedly religious must, if they are frank, admit that no community permanently prospers, either morally or materially, unless the church is a real and vital element in the community life."—*Theodore Roosevelt.*

Timely Tips Tell Truthful Tales, Let Safety Span Our Shining Rails

By Frank M. Keane
Locomotive Inspector, Grafton Shops

TO MAKE the Baltimore and Ohio the safest Railroad is a task in which every Railroad man may share. There are so many elements entering into this attainment that coordination of these alone will accomplish the end.

One of the principal requirements, according to my mind, is for employes to begin the day by considering the tasks that lie before them, each one at this time asking himself, "How can I perform my day's work in safety?" When we bid mother, wife, sister or children "good-bye," as we start out for our places of duty, a word of warning and solicitude for our safety during the day coming from them will ring in our ears all day and be the beacon that will keep us in the safe path.

Upon starting work, keep Safety in mind. Consider that you are to associate with your fellow employes and that a careless moment on your part may endanger their lives and limbs. Remember that into your hands have been intrusted the lives of those who have selected Baltimore and Ohio trains on which to travel.

It is the duty of every man engaged in transportation to inspect carefully the cars and engines that move along our road. A signal of a member of a train crew to proceed is assurance that the equipment is in safe condition. Not only are lives preserved by this precaution, but Company property is saved from damage or destruction.

The train runner should be careful in giving out orders. When he gives a conductor orders to set off a car on a siding at a station, he should insert, at the bottom of the order, a note that care should be exercised.

I believe much good could be accomplished if there were placed in all engine cabs a red metal sign with this white lettering on it:

"RING THE BELL WHEN RUNNING
THROUGH YARDS AND
APPROACHING CROSSINGS"

The observance of this warning by our engineers would prevent many automobile accidents at crossings and would reduce considerably the casualties to employes in yards.

In giving orders to those under their jurisdiction, foremen and others should always add to their orders:

"And Don't Forget to be CAREFUL."

Employes should never jump on engines or cars that are moving very fast. They should not ride the front end of an engine that is moving. A very dangerous practice is riding cars with the feet resting against the journal box. Men should keep from beneath engines and cars outside the shops unless cars are protected by blue flag Extreme care should be exercised whenever it becomes necessary to walk along the tracks during a snow storm or a wind storm.

Those walking in the vicinity of dangerous places should not cover their eyes and ears in bad weather. All couplers, truck bolsters, brake shafts, cross ties and rubbish should be kept at a distance from the tracks. Material should never be piled close to the running tracks.

There are more ways of being killed and injured than there are remedies. Statistics show that there are less persons being killed and injured in industry each year, and if each and every employe of the Baltimore and Ohio would give the attention to Safety that it should have, there is no reason why we could not cut the casualties for 1920 far below those of 1919.

There should be more meetings on Safety at which would be present track and station men. They do not get the real meaning of Safety as do we who are employed at or near the terminals. We must also have the cooperation of the public if we are to make the Baltimore and Ohio the safest road and it is for this reason that I urge meetings at which outsiders would be present and where speakers of ability and note and other entertaining and instructive features would be provided.

Finally, it is the duty of every one of us to see that the orders and requests of our President, Vice-Presidents, General Managers, Superintendents, Master Mechanics and other officers are carried out to the letter.

Fine Automobile the Token of Friendship from Maryland District Employes to Former General Superintendent Cahill

THE accompanying photograph shows a Chandler coupe, which, on Sunday, May 9, was presented by the employes of the Maryland District to their former General Superintendent, M. H. Cahill.

Mr. Cahill has left the services of the Baltimore and Ohio, and is now with the Seaboard Air Line. His friends, wishing to give him a suitable remembrance in appreciation of his long service with them, appointed a committee to look after the subscriptions and to select the gift. This



The gift car snapped in front of memorial to Union Forces of Civil War at entrance of Druid Hill Park, Baltimore

committee was composed of the following: Superintendent R. B. White, chairman; F. G. Hoskins, superintendent of Terminals; J. K. Faherty and E. P. Welshonce, assistant superintendents; A. K. Galloway, general master mechanic; M. J. Doyle, chief clerk to General Superintendent.

The automobile was presented to Mr. Cahill at his office in Norfolk, Va. The committee on presentation consisted of the following: R. B. White, superintendent; W. W. Calder, master car builder; M. J. Doyle, chief clerk to General Superintendent; T. D. Dodds, chief clerk to General Master Mechanic; G. A. McGinn; chief clerk to Superintendent Deneen.

Following is a copy of Mr. Cahill's letter of thanks:

NORFOLK, VA., May 15, 1920.

To My Friends,
The Employes, Maryland District,
Baltimore and Ohio Railroad:

I wish to extend my most sincere thanks and hearty appreciation for the automobile which was presented to me by your Committee on last Sunday.

While the gift is of value, and will give to me and mine many hours of pleasure, the assurance of love and good will of my fellow men, which the gift conveys, stirs within me a depth of feeling and appreciation which I find words inadequate to express. So, thanking you again, I am,

Yours most sincerely,

(Signed) M. H. CAHILL.

Those Who Want to Attend an Accounting School, Hold Up Your Hands!

Weston Has Organized One; Let Us Have Others

By M. A. Jones
Secretary to Superintendent

W. E. SEVERNS, division accountant at Weston, W.Va., who is always on the lookout for some way to help the other fellow, has organized an Accounting School.

The sessions of the school will be held on the 14th and 28th of each month, from 7.00 p. m. to 9.00 p. m., in the office of the Division Accountant.

The primary object is to instruct the clerks in the Division Accountant's office, but it is thought that the junior officers, shop foremen, and others will also be glad to follow this course of instruction. There is nothing compulsory about attending the school, but it is an excellent opportunity to study railroad accounting in all its branches, including timekeeping.

The school was organized on Wednesday evening, April 18. Among those in attendance were: Superintendent W. Trapnell, Chief Clerk and Mrs. W. H. Schide; C. M. Criswell, F. C. P. R.; J. P. Ryan, agent at Weston; J. T. Staples, chief train dispatcher; C. W. Dixon, car distributor; M. W. Jones, secretary to Superintendent; Division Accountant and Mrs. W. E. Severns.

Mr. Severns called the meeting to order, and, in a short talk, explained the object of the school. He was followed by Mr. Trapnell, who expressed his pleasure because of the attendance of so many division people. The interesting keynote of Mr. Trapnell's address was "Records—the Importance of their Accuracy."

Chief Clerk Walus spoke of the fundamental principles of the Accounting Department. Other interesting talks were given by Messrs. Schide, Criswell, and Ryan.

The school, aside from its technical value, is a splendid opportunity for all of us to become better acquainted. At the close of the session a luncheon, furnished by the office force of the Division Accountant, was served by Mrs. Schide and Mrs. Severns.

It has been decided to submit a Form 703 for a new position in connection with the Accounting School, namely, that of "Official Mouse Catcher." The appointment will go to Mr. Anderson, who has demonstrated his ability in this capacity (he catches 'em and puts 'em in his pocket).

We are going to do everything to make the Accounting School a success, for we feel that it is filling a long-felt need. Watch our progress!

Changes in the Dining Car Department

H. W. Browne, Assistant Superintendent of Dining Cars at Pittsburgh, Pa., has resigned, to enter other business. Mr. Browne was with this department for 11 years, and filled the positions of Dining Car Steward, Inspector of Service, and Assistant Superintendent of Dining Cars. The department is sorry to see him leave and only our best wishes go with him.

W. H. Eversman has been appointed Assistant Superintendent of Dining Cars at Pittsburgh, Pa., vice H. W. Browne, resigned. Mr. Eversman comes from the Cincinnati District, and has been with the Baltimore and Ohio Railroad for 10 years as Dining Car Steward and Inspector of Service.

John Weis, inspector of service in the Baltimore Territory, has by his own request been transferred to the Cincinnati Territory in place of Mr. Eversman.

J. J. Reiser, who has been with the Baltimore and Ohio Railroad 11 years as Dining Car Steward, has been appointed Inspector of Service in the Baltimore District, succeeding Mr. Weis.

A passenger who had just dined on one of our cars handed to the steward a slip of paper on which he had written this question:

Why is it that the Baltimore and Ohio Diners Are Always the Best?

Just below he answered his own question:

Better Menus,
Better Stewards.

The passenger was Francis H. Sweet, Capt. Q. M. Corps, U. S. A. The steward was K. H. Ackerman, Car 1027.

It certainly pays!



SAVINGS BY TRACK WALKERS ON TOLEDO DIVISION

The picture shows 4,140 pounds of hex and square nuts gathered by our section men on the To'edo Division and delivered to our supply train on its March, 1920, trip. These nuts are collected by our track walkers on their daily trips, taken to their tool houses, strung on wires, and held until supply train comes through their station. This is a great saving to the Company, and we commend them for their efforts, and hope they will keep the good work up.



May Ball of Mt. Clare Welfare, Athletic and Pleasure Association

By George W. Smith
Director of Publicity

THE Association held its second annual May ball on Thursday evening, April 29, at the Fifth Regiment Armory. More than 4,000 people were in attendance, this being the first occasion on which special invitations were extended to the employes of Riverside and of the general offices.

The Armory was tastefully decorated; a large grandstand had been erected in the center of the floor of the auditorium, and, trimmed with the colors of the Association and American flags, it presented a spectacular appearance. A May pole, having a hundred streamers, stood in the center of the stand.

Among the guest were Vice-President and Mrs. C. W. Galloway; Vice-President and Mrs. Archibald Fries; George H. Campbell and James S. Murray, assistants to the President; General Manager S. Ennes; J. T. Carroll, general superintendent of Motive Power; Carroll Roberts, secretary to the President; W. J. Dudley, superintendent of Relief Department; Dr. E. V. Milholland, chief medical examiner; H. Irving Martin, special representative of Relief Department; J. T. Broderick, superintendent of Safety; Leo Finegan, superintendent Mt. Clare Shops; W. W. Wood, chief of Welfare Department.

During the intermission Mr. Wood was introduced, and after a few remarks on Welfare work, distributed the prizes to the winning teams and to the high average men of the Mt. Clare Bowling League.

The committee of arrangements consisted of J. S. Scharnagle, chairman; M. V. Kemm, assistant chairman. Dance committee: W. F. Mahaney, chairman; W. McKensie, J. M. Paulus, R. V. Hickman, E. Cathahart, J. Gibbs, William Carroll. Committee at door: M. V. Pascal, chairman; William Gordon, J. B. Carroll, J. T. Catagon. Refreshment committee: W. F. LaBonte, chairman; T. J. Craft, William Crew, O. Frotling, B. Scheckels, Charles Grams, J. M. Hittle. Hat box: B. Douglas, chairman; I. G. Gice, J. W. Bollinger.

The grand promenade was led by W. F. Mahaney. The music was furnished by the Mt. Clare Band, William Cracht, director, and W. Englehardt, manager. Dancing was indulged in until a late hour.

This occasion was the most successful in the history of the Association and President James Tatum and his staff of officers and committeemen should be complimented.

The Welfare Association is now a mighty popular institution among the employes at Mt. Clare.

The Bowling League

The Mt. Clare Bowling League closed a most successful season, with D. W. Baker, high average man, 98.69 for 61 games; L. A. Beaumont and M. Bull, high individual score, 128 pins; S. Losinsky, high individual score, 3 games, 352 pins.

High Average Man on Each Team:

Department	Man	Score	Games
Accountant's	Bloomfield	96.333	75
Pipe and Tin	Cook	94.942	84
Iron Foundry	Heckwolf	97.095	84
Erecting Shop	Ziegler	92.605	71
Stores	Ricker	95.156	81
Supervision	Carroll	93.654	78

The Accountant's Office Team for Leading Series, Averaged:

Baker	98.688
Bloomfield	96.333
Whelan	95.831
Tapman	95.788
Beaumont	95.561
Beck	95.222

The High Team Score for One Game was:

O'Neill	109
Losinsky	87
G. Heckwolf	106
Schlabt	94
M. Heckwolf	133
	529

The Welfare Association at Mt. Clare held its annual excursion to Tolchester Beach on June 12. It attracted an unusually large number, the day was fine, and the affair most successful.

Sixth Annual Concert of the Baltimore and Ohio Glee Club

ABOUT 800 people gathered at Lehmann Hall, Baltimore, on the night of May 17, to hear the Sixth Annual Concert of the Baltimore and Ohio Glee Club. They were first greeted at the door by Baltimore Division Conductors, J. A. Bell, J. E. Garry, W. M. Jenkins, and N. E. Reese, who, in uniform, kindly acted as ushers. The program boys were J. Albert Wieber and Raymond A. Hefferman, Company messengers, also in uniform. C. A. Thompson, assistant signal supervisor, Baltimore Division, was in charge of the stage properties.

In line with the precedents set at previous concerts, another railroad setting was provided, recognized, as soon as the curtain went up, as the north end of the waiting room at Mount Royal Station. Ticket office, news stand, baggage room and benches were true to the original, and a sufficient number of people had been "borrowed" from the audience to play the part of passengers. These, with Ticket Agent Crom-



Prettily decorated hall filled with friends of the Club



"All a b-o-o-o-o-o-ard"—the realistic stage picture was the north end of Mt. Royal Station

well behind the cage, and with Miss Alice Wortham and Miss Dora Becker, two of our regular train callers at Camden Station, and several of our red-capped porters on the stage, made the scene complete, the illusion, just as before the arrival of one of our popular trains.

Then in trooped the members of the Club, in white shoes, socks, duck trousers, dark coats and straw hats, and with hand bags, all ready for a concert tour over the Railroad. In the bit of dialogue which followed their entrance it developed that they had missed their train and would have to wait an hour or so for the next one and that at the request of the station employes, they would give a concert right there in the station. The baggagemaster obliged, so the dialogue stated, with the loan of a grand piano which had somehow found its way into the baggage room, Mr. Smock rallied his forces, and the Club opened the concert with the appropriate number, "The Song of May."

The balance of the program follows:

John Peel.....*Mark Andrews*
GLEE CLUB
Villanelle (A Rural Song).....*Eva Del' Acqua*
Yesterday and Today.....*Charles Gilbert Spross*
Birthday.....*R. Huntington Woodman*
MISS LOUISE M. SCHUCHHARDT, Soprano
De Little Sunflower Coon.....*Charles Gilbert Spross*
The Skippers of St. Ives.....*P. A. Schnecker*
GLEE CLUB
Romance.....*Vieuxtemps*
Mazurka.....*Wieniawski*
MISS VIVIENNE CORDERO, Violinist
Mynheer Vanduncк .....*Sir Henry R. Bishop*
The Bells of Shandon.....*George B. Nevin*
GLEE CLUB
INTERMISSION
Song of the Vikings.....*Eaton Faning*
GLEE CLUB
Hungarian Rhapsody No. 10.....*Liszt*
Fireflies.....*Leschetisky*
MR. ALDERSON MOWBRAY, Pianist
Hail to Our Native Land (from Aida)..*Giuseppe Verdi*
Huzza!.....*Dudley Buck*
GLEE CLUB
a. My Heart to Thee.....*Charles Gounod*
b. Spring Song.....*O. Weil*
MISS SCHUCHHARDT, with violin obligato by MISS CORDERO
Laughing.....*Franz Abt*
Tinkers' Song (from Robin Hood)..*Reginald de Koven*
GLEE CLUB

It was the consensus of opinion that the Club had never given a more varied, entertaining and artistic program. The solo numbers of Miss Schuchhardt, Miss Cordero and Mr. Mowbray were altogether delightful, and the Club's singing was splendid.

Fisher's Jazz Orchestra provided excellent dance music from ten o'clock until midnight, and John Bopp, steward in the Baltimore and Ohio Building, served delicious ice cream and cake between the dances.

On the night of May 24, the Glee Club sang at the million dollar Community Pier for the City of Baltimore, repeating the program given at the concert on May 17. During the summer it will also sing for other organizations and when the more inspiriting weather of the autumn is with us again, will hope to enroll in its membership many singers among our employes in Baltimore, who are missing a most pleasurable association in the Glee Club membership.

Incomplete Addresses Cause Delay

TO ALL CONCERNED:

The P. O. Department calls attention to the large amount of U. S. mail received from railroads which does not include street numbers as a part of the address on the envelopes.

The greater part of such mail is seriously delayed while post office clerks ascertain the complete address, the Post Office Department correctly holding that this is no part of the business of the Postal Service.

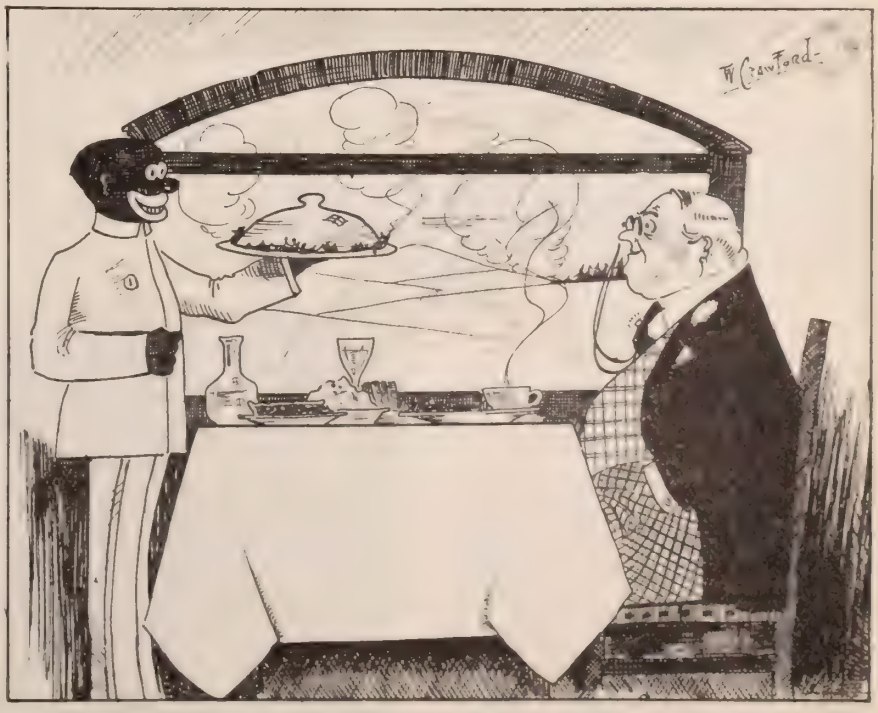
It is, therefore, requested that all offices sending U. S. mail to large cities show on envelopes street and number so far as it may be practicable to ascertain them.

J. C. MCCAHAN, JR.,
Manager Mail and Express Traffic.

Baptist Convention on a Wood-pile

THIS story is from H. B. Kight, MAGAZINE Correspondent at Keyser, W. Va., a sequel to "Sunday School in a Pullman Car," in our May issue.

On May 11, No. 2 reached Streckers, a telegraph block office on the 17 mile grade, but was blocked by a wrecked freight train just below that point, and had to remain there for more than five hours. On the train were about four or five hundred people, many of whom got out to take a walk around the beautiful hills. Among them were delegates on their way to a Baptist Convention in Washington, D. C., and with them were many American Indian converts. One of these Indians mounted a pile of cross-ties, gave out hymns that were sung by the passengers, who had assembled as a congregation, and then preached an eloquent sermon. When he had finished, another of his race stepped forward, bared his head, showing his straigh , jet-black hair, parted in the middle and adorned with a red ribbon, and offered up a prayer, which the traveling men on the train said was the best that they had ever heard.



There are two GOOD places to eat—at home, and on a Baltimore and Ohio dining car

Women's Department

Edited by MARGARET TALBOTT STEVENS

June

Do you see the hills of Junetide, thru the fields of daisies white?
Do you hear the bluebells ringing out their songs of love and light?
Do you feel the gladness 'round you as the breezes, soft and sweet,
Whisper softly to the flowers and the grasses at our feet?
Oh, the roses breathe their fragrance as the raindrops 'round them play,
When June comes up the valley and makes the whole world gay.

Dear Women Readers:

Of all the old-fashioned flower gardens in the world, I think Susan Green's garden was the prettiest.

Susan Green was only a black woman, but she was the neatest and the cleanest black woman that ever you heard of. A little bit of a person, a relic of the times when every white person was known as "Massa" or "Missus"; bedecked in the bluest of blue dresses, the whitest and starchiest of white aprons, and the reddest of kerchiefs about her head, she looked as if she had tried to impersonate the American flag. But she was only displaying her inborn taste for colors. And as she stood in the doorway of her little whitewashed house on that summer afternoon, bowing and courtesying to every passerby, you would have thought that she owned the whole world, so happy was the smile on her little wrinkled face.

We had been to Marlboro Fair, which father and mother had taken us 15 miles to see, and when brother and I, with our little tongues almost parched with the heat and the dust from the passing vehicles, begged for a drink of water, father promised to let us stop at the next house we saw to get a drink. As soon as we had turned from the long lane through the pine forest, we caught sight of the little white house with its green shutters. Out of the carriage we both bounded, before the horses stopped, and ran as fast as we could up the lane and through the wicker gate, and up the pebble walk to where we met Susan Green.

"You po' children, I bet you wants a drink o' water, doan' yo' now?"

"You bet we do," we answered.

"Well, yo' jes' come along wid me, honey, an' yo' kin drink jes' ez much ez yo' want."

Then we went around back of the house and across the vegetable garden to where stood a huge oak tree, at the foot of which bubbled a little spring of water, whose bed was lined with pebbles, and into which ran the clearest, coolest water imaginable. Beside the spring, on a post, hung a drinking cup, made of a cocoanut shell.

When we had satisfied our thirst, Susan led us back to the tiny front porch and bade us sit on one of the rustic benches and rest ourselves while she went into the house for a few minutes. There in the shade of the dark green leaves of the Madeira vine, which hung its clusters of white flowers above our heads, we saw a beautiful sight. All down on each side of the pebble walk was a border of mignonette. Down near the gate, on either side, was an old wooden washtub, which had been painted green and filled with Mexican roses, or portulacca. In the middle of one side of the yard stood an old-fashioned rockery, about four feet high, and built to represent a stone well. In this grew the spicy petunias, while from between the crevices of the rocks peeped wild ferns and mosses.

On the other side of the yard was a peculiarly shaped wooden trough. This had outgrown its usefulness as a drinking place for cattle, and had been set upon three substantial legs; now it held a mass of nasturtiums of every color. On a tripod near the porch hung an old copper kettle, filled with red geraniums. Marigolds, verbenas, zinnias and snapdragons grew in abundance, while all around the garden fence tall hollyhocks nodded their heads in a fitting background for this riot of color.

While we sat there, swinging our feet and feasting our eyes on the picture, Susan reappeared, carrying a platter of little cakes. These filled our cup of happiness to overflowing, and as we ran back and climbed into the carriage munching them delightedly, Susan followed us and made her best courtesy to our parents.

"Susan," said mother, "you must feel like a flower yourself, living in such a paradise as this."

"No ma'am," answered Susan. "But if I is a flower, I mus' be one o' dem black ginger-root blossoms, what grows close to de groun' in de big woods."

And she stood under the archway of the wicker gate, which was hanging with clusters of seven-sisters roses, bowing again and again, until we were clear out of sight.

In the recipe column you will find the recipe for Susan's cookies, just as she gave it to us. If you want to know whether these little cakes are good or not, ask anybody on the MAGAZINE staff—except the Editor. We had some of them at lunch one day while he was out, and we ate every crumb of them before he got back.

Yours sincerely,

Margaret Talbott Stevens

Associate Editor.

Women Who Have Made Good—Our Three Women Veterans

TAKE a walk through a half-dozen of our general offices today and you will find the number of men and women workers to be about equal. Twenty years ago, a woman who held a railroad position was considered fortunate indeed. Few of our women can boast of a record of twenty years of service, but the accompanying photograph shows our three Women Veterans at Baltimore. They are (left to right): Miss M. Elizabeth Bell, file clerk, General Superintendent's office; Mrs. Louise



Twenty years in service and ready for twenty more—Our Women Veterans

Mrs. Housewife, What Do You Think of This for Ninety-six Cents?

Not many years ago you bought material enough to make a nice summer dress for 96 cents; you purchased a good pair of silk hose, or gingham enough for 4 kitchen aprons for 96 cents; a respectable-looking shirtwaist cost you less than 96 cents, while that same amount of money would pay your expenses for a day in a good boarding house. Then, too, 96 cents would bring over 100 pounds of butter all the way from Chicago to Baltimore.

Today, however, you pay about 96 cents PER YARD for your little summer dress; your silk hose cost you now at least 3 times 96 cents; you pay 96 cents for one gingham apron instead of for 4; the shirtwaist that you could buy for 96 cents would stand about two washings, while for this sum you might now manage to buy a dinner. BUT 96 CENTS STILL BRINGS 100 POUNDS OF BUTTER ALL THE WAY FROM CHICAGO TO BALTIMORE. Can you figure out how they do it? Don't you think that the railroads are justified in asking for a freight rate increase? Talk it over with John tonight.

A. Sagle, day matron, and Miss Selina C. Crone, night matron—all located at Camden Station.

Whenever we break in a new file clerk at the Central Building, particularly if it be a young lady, that person must always run the gauntlet of a bit of advice, *i. e.*, "You ought to try to be as good a file clerk as Miss Bell at Camden. She is one of the best that we have ever had." These are words of wisdom, for they represent what our Railroad thinks of "Miss Lizzie," as she is affectionately known. Miss Bell entered the service of the Baltimore and Ohio on May 4, 1891, as file clerk in the office of General Manager Odell. In November, 1897, she was transferred to the office of the General Superintendent at Baltimore, where, she says, "I'm still there and they can't get rid of me." That's her story; we never heard of anybody suggesting such a thing and we are sure that nobody would want to. Miss Bell was the first President of the Ladies' Auxiliary, Baltimore Chapter of Veterans.

Everybody who has done much traveling from Camden Station, knows Mrs. Sagle. It is she who keeps a trained ear and a keen eye on all the women who enter the Women's Rest Room at that station. She has an ever ready word of good advice and is a sympathetic listener to your troubles. She knows her business and attends to it. She tolerates no loafing or foolishness. Mrs. Sagle began work with the Company on October 5, 1899, in the position that she now holds. Her hobby is to boost the Baltimore and Ohio at every opportunity. "The best thing that I ever did in my life," says Mrs. Sagle, "was to join the Veterans' Association last October."

With the exception of two years, Miss Selina C. Crone has served the Baltimore and Ohio as Night Matron at Camden for the past 29 years. She is a sister of George Crone, a pensioned gateman. For a long time the two worked together at Camden. A woman like Miss Crone, who is willing to work in such a capacity during the weary hours of the night, deserves a vote of thanks. Those who know her, speak only in terms of praise for her services.

We are proud of these women. From their present ability and appearance, we are sure of the pleasure of having them work with us for another 20 years, at least. If, at the end of that time, they will do us the favor of posing for another photograph, we shall endeavor to use our influence to secure for each one a pass to California in an airplane, for we understand that to take such a trip is the mutual aim of this trio.

—

Don't Let Him Spoil Your Meals

THERE are so many ways in which She can fool Him. Sometimes Little Brother says, "Sister told me to tell you that she is not in," or "She is ill and forgot that you made that engagement," etc. (they all sound familiar). But, suppose that He is at the house at supper time, Mother will not have Him come in for the meal, and you are starving for your supper, what can you do? Here is an idea that was carried out by one of our popular girls of the Freight Claim Department.

He and She are sitting in the living room. Mother rings a small bell in the kitchen and calls, "Telephone!" The girl is sure that it is her married sister who is calling her, and begs to be excused for half an hour, as her sister is an awful talker. Of course He politely urges her to take all the time she wants, picks up a magazine, and makes himself comfortable.

P. S.—Answering the 'phone is camouflage for eating her supper.

NOTE—If the poor fellow is so unpopular as this with the family, why not tie a brick around his neck and drop him overboard the next time you go down the Bay? 'Twould certainly be more humane.

—

What to Do with an Old Trunk

A LADY who recently moved into an apartment, has an old trunk, which, because of its unsightly appearance, she was for a time at a loss where to hide. She finally devised a plan to make a window seat. The trunk had a flat top, so she fashioned a cushion to fit the top and fastened it all around with small furniture tacks. Then taking a piece of cretonne she placed it over this cushion and fastened it in the same manner, but drew the ends of the cretonne below those of the cushion, until the entire top was covered, as far as the opening. Then she made a deep ruffle of the cretonne, long enough to reach across the one side and the two ends of the trunk. By means of a drawing string, this was fastened to the trunk itself, just at the corners, so that the ruffle met the cushion just at the opening. When she had arranged a pair of curtains of the same material and moved the trunk up to the window with the uncovered side next to the wall, the effect was charming. A little fern in the window completed the picture. The cretonne that was used matched the wall paper—a pink rose design with a black stripe.



An Engaging Candidate for Popular Favor among Modes of the New Season

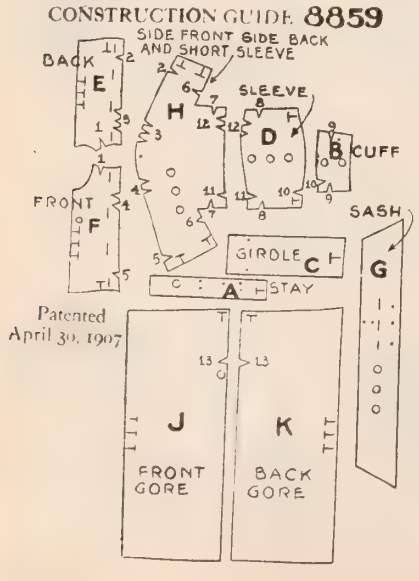


THIS design for a dress is so simple and engaging that many misses and small women will want to reproduce it in voile, gingham or chambray. It is even very attractive in serge, taffeta or satin. Medium size requires 4⅛ yards 36-inch material so that it is not at all expensive. There is no lining required and the round neck and short sleeves provide two exceedingly attractive features. Embroidery braid or fancy stitching may be added to the front of the waist if desired. The side front, back and short sleeves are out in one piece. Attached to the waist is a two-piece gathered skirt.

The cutting and construction guides solve the hardest problems for the home dressmaker, for they assure good lines and save material. To properly cut the dress place the front and back gores of the skirt along the lengthwise fold of material, with triple "TTT" perforations right on the edge of fold. Next, take section "R," which comprises the side front, side back and short sleeve and lay on the goods, large "O" perforations resting on a lengthwise thread. The back and front of the waist and the girdle are placed along the lengthwise fold of material. Sash stay and cuffs have large "O" perforations on a lengthwise thread.



The side edges of the front and back sections of the waist are turned under on lines of slot perforations, as the first stop toward making. Press and keep the lines straight. Next, close right shoulder seam as notched and finish the left for closing. Lap front and back on side front and side back, with the notches and edges underneath even and with shoulder seam at small "o" perforation in section H. Stitch to position one inch from folded edges, leaving the edges to the left of center-front free and finish for closing. Close under-arm and sleeve seam. Gather lower edge of blouse between "T" perforations and adjust stay underneath gathers, with center-fronts and center-backs even. Leave upper edge of stay free.



Next join skirt gores as notched, leaving side seam free above the single large "O" perforation in front gore. Finish edges for closing and gather upper edge of skirt. Sew skirt to lower edge of waist, bringing side seam to under-arm seam. Leave skirt free from center-front to left side edge. Draw gathers to the required size and finish for closing.

Now, form plait in sash and bring folded edge to corresponding small "o" perforations and press. Adjust over the right end of girdle and tack to position. Adjust girdle around the waist and close at left side, lapping to the small "o" perforation when closing.

Pictorial Review DRESS NO. 8859.
Size, 14 to 20 years. Price, 35 cents.

"Who is Queen of Baby-Land?
Mother, kind and sweet;
And her love
Born above
Guides the little feet."—*Eugene Field.*

Practical Dishes for Practical People

Susan Green's Walnut Cookies

⅓ cup shortening.
1 level cup sugar.
1 egg, well beaten.
¼ cup milk.
2¼ level cups flour.
1 level teaspoon baking powder.
½ teaspoon salt.
½ cup black walnut meats.
2 teaspoons vanilla.

Cream the shortening, add sugar, egg, milk, and vanilla.

Sift thoroughly the baking powder with the salt and flour, then add. Toss on a floured board, and roll as thin as possible, using a small portion of the dough at a time. Cut into fancy shapes, pressing a few nut meats into each cookie. Bake in a moderate oven until a light brown. Watch carefully, for these burn very quickly.

Here's another good biscuit recipe:

Dixie Biscuit

Sift, then measure 2 cups flour. Add ½ teaspoonful salt, one rounded teaspoonful baking powder. Sift again. Add one tablespoonful lard. Rub into flour until smooth. Beat well the white of one egg, stir into one-third cup of milk. Pour this into the other mixture and stir briskly with spoon until well mixed. Toss out on a board. Roll thin, cut with biscuit cutter, rub over with melted butter, double each over and prick with a fork. Bake in a quick oven.

Sea Foam Cup Pudding

Sift 2 level teaspoonfuls baking powder into one pint flour. Add one teaspoonful salt. Stir in slowly ⅔ cup of milk. Put a teaspoonful of this mixture into a cup, then a teaspoonful of jam or marmalade, then another teaspoonful of the batter until cup is nearly filled. Steam for 35 minutes. Serve with sugar and cream or with any good pudding sauce.

Potato Salad and Mayonnaise Dressing

With the ripening of our own fruits and vegetables, the possibilities for making dainty salads are almost unlimited. Potato salad is one of our old standbys, but it may be taken out of the commonplace by the manner in which it is served. Have you ever tried it with green vegetables? Boil the potatoes and cut into small cubes. Add the usual seasonings, salt, pepper, a tiny bit of onion, and a green pepper chopped finely. Take a few cooked string-beans and slice each in four lengthwise sections. Marinate in a little mayonnaise dressing and mix with potatoes. Serve on watercress with mayonnaise dressing, prepared as follows:

2 teaspoons salad oil.
2 tablespoons cornstarch.
1 tablespoon lemon juice.
1 teaspoon salt.
1 egg yolk.
½ cup olive oil.
½ cup salad oil.
½ teaspoon pepper.
½ teaspoon mustard.
⅔ cup scalded milk.

Mix cornstarch, salad oil, lemon juice, and vinegar in a measuring cup or small bowl. Add the scalded milk and cook over hot water until very thick, beating thoroughly to prevent lumping. Beat well the egg yolk and stir it into the hot sauce. When mixture is cool, beat in the olive oil, a teaspoonful at a time, together with the seasonings until the mixture is thick and smooth. This will keep well in a glass jar. Stir well each time before using.

Summer Frocks for Home Dressmakers to Duplicate at Moderate Cost

TO the average woman, the most interesting styles are those which give her the assurance of duplicating them without overestimating her ability as a seamstress or exceeding her budget for dress. An original design may be ever so much a work of art, but its success is measured largely by its adaptability.

Each of the models featured with this description may be duplicated by the home dressmaker. Even where embroidery is used as a decoration, the motifs are so simple that they require only the plainest stitches to develop. The great variety in summer styles indicates more than anything else, the desire of Dame Fashion to cater to all tastes and meet all demands. Of especial interest to conservatives is the fact that not for several seasons have so many models shown the waistline poised at normal.

Sometimes the regularly adjusted waistline is offset by the unexpected treatment of skirts, but here, too, there is wide latitude, the straight, gathered skirt being quite as much in demand as the draped or plaited one. One never can tell what will come next in skirts. As a matter of fact, there are heard faint rumblings of the return to the puff and bustle effect at the back.

Expressing impressive simplicity and irresistible chic at one and the same time is a dress in figured dimity. The skirt closes at the left side seam and has a deep plait at the back which is stitched down part way. The blouse has a deep open neck finished with a fichu collar. The fronts are crossed and closed in surplice style. Dainty turnback cuffs trim the short sleeves, while bands of plain organdy and frills of lace enhance the effectiveness of both fichu and cuffs. The belt is of satin striped ribbon in black and white. In fact, black and white combinations are interposed in many of the smartest decorative effects of the season, despite the reign of gay colors. They supply the French note and are generally becoming.

Blouse, long and short, are among the most adaptable features of the mode. Used separately or as part of two or three-piece costumes they enjoy a commanding position. For summer there are many designs that reach barely to the hips, their length being further abbreviated by narrow belts which hold in the fulness at the waistline. A white wool jersey is exceedingly effective made with such a blouse, accompanied by a plain gathered skirt. The blouse is stitched about the neck, cuffs and lower edge with white silk soutache braid. Sleeves are short and neck square in outline.

DRESS, No. 8400. Sizes, 34 to 46 bust. Price, 25 cents.
BLOUSE No. 8926. Sizes, 34 to 48 bust. Price, 30 cents.
SKIRT No. 8928. Sizes, 24 to 36 waist. Price, 25 cents.
DRESS No. 8930. Sizes, 34 to 46 bust. Price, 35 cents.
DRESS No. 8068. Sizes, 34 to 48 bust. Price, 25 cents.
DRESS No. 8102. Sizes, 34 to 44 bust. Price, 25 cents.
DRESS No. 8897. Sizes, 34 to 44 bust. Price, 35 cents.
DRESS No. 8911. Sizes, 34 to 44 bust. Price, 35 cents.
BLOUSE No. 8874. Sizes, 34 to 44 bust. Price, 30 cents.
BLOUSE No. 8846. Sizes, 34 to 48 bust. Price, 30 cents.
SKIRT No. 8295. Sizes, 24 to 36 waist. Price, 20 cents.



Dress 8911 35 cents

Dress 8921 Dress 8917 35 cents each

BLOUSE No. 8894. Sizes, 34 to 46 bust. Price, 30 cents.
SKIRT No. 8835. Sizes, 24 to 34 waist. Price, 25 cents.
DRESS No. 8886. Sizes, 34 to 50 bust. Price, 35 cents.
DRESS No. 8921. Sizes, 14 to 20 years. Price, 35 cents.
DRESS No. 8917. Sizes, 14 to 20 years. Price, 35 cents.

Simplicity and Gracefulness Combined


Dress 8400 25 cents — Blouse 8926-30 cents Skirt 8928-25 cents — Dress 8930 35 cents — Dress 8068 25 cents — Dress 8102 25 cents — Dress 8897 35 cents

Our Pattern Service

We are pleased to have filled a number of orders for patterns that were illustrated in the May issue of the MAGAZINE.

Not only may the patterns, as shown on these pages, be ordered through this office, but also any *Pictorial Review* pattern as given in the *Pictorial Review* Fashion Book, or as advertised elsewhere.

For quick service, fill out the coupon, cut out and mail to us.

WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mount Royal Station."

Try our pattern service—five days from day you mail order to day you get pattern.

Name .....
Street .....
City.....State.....
Size.....
Send pattern number.....



The Baltimore and Ohio Veterans—and Their Wives

*By Aunt Mary**

THE custom of standing with bowed heads as a mark of respect to a deceased brother is a beautiful ceremony which has been adopted by the Baltimore Veterans.

On Monday evening, May 3, at their regular monthly meeting, about 500 members of this mighty army of the Railroad bowed their heads for a half-minute of silence in honor of James M. Adams. There they stood; some were young men who had begun their railroad careers while they were yet in their early teens; some were fellows in the prime of life through whose hair glistened here and there a thread of silver that told of twenty years or more of honest toil; there were grandfathers with white hair but with eyes that still sparkled with the fires of youth. These were the men that I saw—honest, whole-hearted men, the sweat of whose brows and the toil of whose hands have fashioned a mighty Railroad.

Nor was this only a picture. The stirring words of their President as he addressed them, calling them "Dressed-up Sons of the Baltimore and Ohio," seemed to fill them with a desire to prove their worth; and they did it. When one of them, J. W. Riley, was presented with a $5.00 gold piece as a reward for having secured 25 new members for the Association, did he drop it carefully into his pocket and take his seat? He did not.

"Here I have five dollars," he said, stepping to the front of the platform. "I am going to double it and turn it over to be used for a worthy cause—to help any old employe who may be in need."

"I'll add five more to that," came a voice from half-way down the hall.

"Here's one more," echoed another from the front row. Then came the ones, [illegible] twos, and the fives, until the gold piece l[illegible] multiplied itself 13 times. What a spirit! These people know the real definition of loyalty.

A Home for Veterans

"What we need," said President Bowers, "is a home for Veterans." Then he gave one of his popular heart-to-heart talks in which he spoke of the plans for the home. The present meeting-place at the Jr. O. U. A. M. Hall, on Paca Street, will not accommodate more than 500 members comfortably, and since there are about 1,500 Baltimore Veterans, it is desirable to provide more roomy quarters for their meetings. They propose to buy a hall and to make a "real" home of it. The question of location is now under consideration. Said Mr. Bowers, "We will just keep working away until we get it."

Then Came the Women

We had often heard reports of the fine "spreads" which are served to the Veterans at the close of their meetings, and we wondered how they managed it. But on this occasion, when the meeting had been turned over to the entertainment committee, the secret was out. The Veterans, like all other men folks, found that in order to make a success of their Association, they must enlist the services of the ladies; hence the Ladies' Auxiliary, which is made up of the wives of the Veterans. When this was explained to me, I saw the point! When Friend Husband leaves home in the evening, saying that he is going to the Veterans' Association meeting, then *he has just got to go to that meeting*—because Wifey goes [illegible] with him to the meeting [illegible] Auxiliary.

[illegible]

[illegible]-ed, the women [illegible] they all came up and [illegible] forces with the Veterans in order that they might all enjoy the rest of the program together. What fun they had in getting seated! The hall was filled to overflowing, and every man whose wife was there arose and gave that lady his seat; but (Sh-h-h-h!) every man whose wife wasn't there wanted to sit next to the other fellow's wife. (Moral: Wives, accompany your husbands to the Veterans' Association meetings.)

The Cooperative Stores

Interesting as well as instructive was the talk given by William F. Braden, Safety representative, in which he set forth the plans for the establishment of the Cooperative Stores of Baltimore. Mr. Braden also distributed application cards for membership in the Cooperative Stores Association, and leaflets which explain the principles and aims of these stores. These leaflets tell the story of a good investment, which ought to bring results, not only in a reduction of the cost of living of Baltimore and Ohio employes, but in the opportunity to make your money work for you. Everybody has a chance to become a stockholder, and we are depending upon our Veterans to help encourage the movement. (Mr. Braden later advised the writer that the employes of the Pennsylvania and Western Maryland Railroads have been asked to join in the enterprise and that many are responding.)

Mr. Wood Speaks

Our newly appointed Chief of Welfare Department gave an address on "Friendship," and he gave it as only Mr. Wood can. He emphasized in particular the fact that man lives not to himself alone, but there are certain duties that he owes to his fellow man. "Remember," said he, "the man who cheats his brother, cheats himself."

I wish that more of our railroaders could hear Mr. Wood; many of us have already met him through the talks which he has given from time to time in behalf of the Relief Department, but he has not been half-way around yet. He is truly the "Patrick Henry of the Railroad;" having heard him once, you will want to hear him again.

Ice Cream and Woman Suffrage

After listening very attentively while "Aunt Mary" told how the MAGAZINE could be made more useful to the Veterans, and while we were yet engaged in lively discussions concerning man's place in the kitchen, the assembly was very forcibly informed by J. W. Riley that "The ice cream is meltin'!" This announcement being solemn enough to bring tears to the eyes of the stro[illegible] Veteran present, Presid[illegible] isely asked that a [illegible]rn.

[illegible]e ladies served the [illegible]licious ice cream and home-made cake. Cigars were passed around among the men, and then, led by Mr. Bowers, a series of stump speeches on Woman Suffrage added greatly to the amusement of the evening. Whether the remarks of these gentlemen are to be considered as representing the consensus of opinion of the Association, or whether these kind words were spoken out of gratitude, born of fear that the

*"Aunt Mary" is the pen name under which Miss Margaret Talbott Stevens, our Associate Editor, has written several stories for the MAGAZINE. Though requested to report her own talk at this meeting for the MAGAZINE, she gives it but a phrase in this article. Those who had the pleasure of hearing her need not, however, be reminded either of her modesty or her interesting address.

ladies might hesitate in preparing future banquets, we do not exactly know; at any rate these would-be-voters seem to have a strong ally in the Veterans' Association.

Said Past President Holmes: "Why do you ask if we are in favor of women voting? Women will vote whether we say so or not. Why, the women are always voting; the members of the Ladies' Auxiliary do nothing but vote."

Whereupon, this sally was very cleverly answered by Mrs. Shipley, President of the Ladies' Auxiliary, who gave us to understand that women will vote and will continue to do so until they get what they want. To this the rest of us echoed "Amen."

The Women Veterans

Of the 1,497 Baltimore Veterans, there are 1,494 men; the rest are women. We are mighty proud of these women, and their names are—but, that's our little secret. If you would like to meet them, and I know you would, turn these pages until you come to the Women's Department.

Brunswick Veterans' Association

By J. E. Glenn
MAGAZINE Correspondent

THE Brunswick Veteran Employes' Association holds its regular monthly meetings in the auditorium of the Baltimore and Ohio Y. M. C. A. As a rule, all of these are well attended and the members enjoy many instructive and interesting addresses. Each meeting seems to be the means of bringing closer together those who have given to the Railroad their loyal support, and makes each one say, "I am glad that I was there."

Our Chapter has about a hundred members, and is growing steadily. President W. Ray Smith, chief train dispatcher, and Secretary W. C. Compton, are both old-timers in service; they are up-to-date, and are the right kind of workers, filling the right places.

It would be a great pleasure to the Brunswick Division to enroll as members every eligible employe in and around this section. Remember that the word "Veteran" does not mean "old age," but rather, "strong man;" it means "years of service with the Railroad," as we interpret it; the roster is wide open, and an invitation is heartily extended to all those who are eligible to enter their names thereon.

Connected with these meetings is a social feature, and on each occasion the Veterans spend an enjoyable evening. The last meeting was held on Tuesday evening, May 18. A special program had been arranged by C. B. Brett, Brock McBee, and T. A. Sigafoose. Promptly at 8 o'clock, W. R. Smith arose and introduced the speakers of the evening: Messrs. W. T. Ault, John T. Martin and Dr. H. S. Hedges.

At the conclusion of their addresses, the following program was rendered:

Pipe Organ Selections—
Cupid's Message - Valse.
Medley - - - - Sullwit.
March in C - - Williams...*Mrs. N. E. Conway*
Solos—"You're a Million Miles from Home," "Granny".....*Mrs. C. F. Vanosdale*
Recitation—"Seeing Things at Night"...*Miss G. Hood*
Trio—"Aisle of Golden Dreams,"
"I'm Forever Thinking of You."
Miss Wable, Mrs. McDonald, Mr. Good
Reading—"Selling the Violin"....*Miss Bertha Kellert*
Solos—"I'm Longing for You," "Daddy, You Have Been a Mother to Me"..*Mrs. F. Troxell*
Recitation—"The Inventor's Wife"..*Miss Lerina Hood*
Special Selection—
Banjo and Guitar.
Violin and Guitar .....,.*Mr. Lake and Son*

A rising vote of thanks and appreciation was extended to all those who participated in the entertainment.

At the conclusion of the above program, refreshments were served, and the meeting was closed by the singing of the "Star-Spangled Banner."

Cumberland Chapter

By H. Allison
President

THE Veteran Employes' Association of Cumberland, Md., held its regular monthly meeting in the I. O. O. F. Hall, Virginia Avenue, on May 18.

At the close of the business meeting, the Veterans entertained the Ladies' Auxiliary of the Association with the following program:

Piano selection—Medley .....Brother Lang
Duet (violin and piano)....Miss Fannie Brubaker and Master Brubaker
Piano solo.....Miss Evelyn Bloss
Song—"'Till We Meet Again"....Miss Brubaker and Brother Wilson
Recitation—"Footprints of a Veteran" Brother H. Allison
Song—"Afton Water".....Brother J. W. Miller
Address—"Woman's Power in Organization" Brother J. Lucas (The Man Behind the Anvil)

INTERMISSION
Refreshments
"A toast to the Balmy Spring,
We'll fill our cups and sing."

Song—"Mary o' Argyle.....Brother J. W. Miller
Selection—"Troubles with Limburger Cheese" Brother A. Y. Wilson
Comic Sketch—"Bathing at Atlantic City" Brother H. Allison

The meeting was closed by the singing of "The Star-Spangled Banner" in unison.

The writer wishes to thank all of those who contributed towards the success of the evening, and express his appreciation of the splendid attendance.

"Good night, good night,
Parting is such sweet sorrow,
That I shall say good night,
Until it be tomorrow."—*J. W. Miller, Chairman of Entertainment Committee.*

The membership of both the Veterans and of the Ladies' Auxiliary are showing an encouraging increase and interest in this open shop of friendship.

Connellsville Chapter

THE "Spirit of the Baltimore and Ohio" pervaded a meeting of the Connellsville Veterans' Association on May 12, when members from Connellsville, Glenwood, and Cumberland, shared in welcoming the visit of the officers of the Grand Lodge.

The greater part of the program consisted of instructive and entertaining talks by the visiting officers. Grand President Sturmer cautioned the Veterans about the use and

STATEMENT OF ACTUAL AVERAGE MILES PER CAR PER DAY
(Including Bad Order Cars)

DIVISION	FEB. 1920	MAR. 1920	APR. 1920	Highest Monthly Record Performance since January 1, 1912	Per Cent. Increase or Decrease April, 1920, Over Best Previous Record Inc.	Per Cent. Increase or Decrease April, 1920, Over Best Previous Record Dec.	Divisional Standing
Philadelphia	32 7	47 7	33 4	72 3	...	53 8	16
Baltimore	11 6	13 6	11 9	16 4	...	27 4	3
Shenandoah	13 1	14 7	15 0	23 0	...	34 8	5
Cumberland (East)	60 7	65 7	53 7	...	...	....	...
Cumberland (West)	40 0	42 6	38 0	....	...	....	...
Total	51 9	55 8	47 1	70 3	...	38 3	8
MARYLAND DISTRICT	27 5	32 5	26 7	....	...	....	...
Connellsville	26 1	30 3	19 9	32 5	...	38 8	9
Pittsburgh	18 6	22 6	13 4	34 4	...	61 0	18
PENNSYLVANIA DISTRICT	21 6	25 9	16 4	...	...	....	..
Monongah	13 5	14 0	13 6	14 0	...	2 9	1
Wheeling	14 7	14 5	12 7	29 1	...	56 4	17
Ohio River	30 8	29 5	22 2	37 2	...	40 3	10
Charleston	13 5	14 8	10 8	14 8	...	27 0	2
WEST VIRGINIA DISTRICT	15 2	15 5	13 5	...	...	...	..
BALTIMORE & OHIO EASTERN LINES	22 6	26 1	20 8	...	....	...	..
Chicago	34 8	34 2	20 5	41 0	...	50 0	13
Newark	28 7	28 6	17 2	30 9	...	53 4	15
New Castle	28 0	30 7	19 0	37 5	...	49 3	12
Cleveland	15 8	16 1	13 8	27 9	...	50 5	14
NORTHWEST DISTRICT	27 4	27 7	17 6	...	...	...	..
Ohio	59 2	59 8	42 9	69 5	.	38 3	7
Indiana	29 6	29 6	21 4	29 6	..	27 7	4
Illinois	24 1	26 1	16 1	29 7	...	45 8	11
Toledo	18 6	20 2	15 9	25 2	....	36 9	6
SOUTHWEST DISTRICT	25 8	27 6	20 8	....	....	....	...
BALTIMORE & OHIO WESTERN LINES	26 8	27 7	19 0	...	....	....	...
BALTIMORE & OHIO SYSTEM	24 5	26 8	20 0	....	....	....	...

OFFICE GENERAL SUPERINTENDENT OF TRANSPORTATION—Baltimore, May, 1920.

abuse of their liberal pass privileges, calling attention to several cases in which employes have lost their positions because of infractions of the Interstate Commerce Commission rulings governing the use of passes. The membership question was also considered; the enormous growth of the Veterans' Association has made it necessary to devise a means for separating the organization into several classes, according to the length of service. It is expected that by September there will be 15,000 members of the Veterans' Association.

Grand Vice-President J. N. Garvey, of Wheeling, impressed upon the men the necessity of living strictly up to the contracts entered into by their employers and the officers of the brotherhoods. He predicted also that the Veteran movement will shortly become a national organization, extending from the Atlantic to the Pacific.

President Bowers, of the Baltimore Association, gave an inspirational talk, in which he asked that a stronger feeling of fellowship be manifested among the Veterans. He announced that a project is under way in Baltimore to hold a grand picnic of all the Baltimore and Ohio Veterans at Harpers Ferry, sometime during the summer.

Other addresses were made by President Allison, of the Cumberland Division, who recited some famous railroad verses; G. A. Richardson, of Glenwood, and by John. L. Gans, a local guest of the occasion. All of these brought encouraging messages, looking to the progress of the Association.

Wheeling Chapter

THE Wheeling Division Veterans' Association held its regular April session at their hall in the McMechen Bank Building.

A considerable amount of business was transacted. The President and the Secretary were instructed to take up the question of organizing an Auxiliary to the Veterans' Association at this point, having the Auxiliary offices at Fairmont, W. Va. The immediate cooperation of all members in this project was requested.

The report of the Treasurer, J. J. Cusack, shows a balance of $248.23, and applications for new membership are coming in at every meeting. Grand Vice-President J. M. Garvey, Sr., gave a fine practical talk, in which he outlined the aims and policy of the Veterans' Association. A very interesting letter from Brother G. W. Sturmer, Grand President, in which was set forth some of the plans of the Association, was read.

Chairman Schultz, of the Ball Committee, made his final report, which showed the splendid sum of $125.00 realized. M. M. Conners was elected delegate, and J. J. Cusack as alternate, to attend the Baltimore convention in May. Several members spoke with gratification of the progress that the Association is making in a number of its projects.

Arthur Burton, former machinist at Benwood Shops, died at Waycross, Pa., on April 13. He was the father-in-law of Train Dispatcher H. G. Woodward of the Wheeling Division.

Ephraim F. Provance—the Engineer Who Saved Annapolis

ANNAPOLIS, the quaint little Maryland city on the Severn River, has been the scene of many fires. With its many little frame houses interspersed with those of crumbling brick and stone, it is remarkable that it still holds its own among the oldest cities of our country. But Providence seems to have blessed the place, and very few of its ancient buildings have been destroyed. At one time it was a common occurrence for the inhabitants of Annapolis to be awakened in the middle of the night by the pealing of church bells and the sound of the siren whistle in the Navy Yard, which proclaimed that there was another fire and that those who valued their lives had best be in readiness to run in case the fire should get beyond control. Out on State House Hill they would gather to watch the flames—men, women, children; society damsels wearing their hair still in "frizzes," and students of Old St. John's who were still in their night clothes.

On one of these memorable occasions when the Fire Department, which then consisted of one volunteer hook and ladder company, whose members drew the fire engines through the streets by means of a long rope, had failed in its efforts, it became necessary to send to Baltimore for more apparatus. The man who was detailed to drive a special train loaded with the fire-fighting machinery was Engineer Ephraim F. Provance. He made a good job of it, finished the run of 39 miles in 39 minutes and saved Annapolis. Ephraim Provance is one of our Veterans of both the Railroad and the Civil War, and recently celebrated his eightieth birthday at his home in Baltimore. He has been retired for 11 years, but his activities from the time of his early childhood are fresh in the minds of all of the old railroaders.

He has the interesting distinction of having served in both the infantry and the cavalry divisions of the Army of the Potomac. While in the infantry he fought in the Battle of Gettysburg, in which encounter he captured his cousin "Dave" Provance, who had enlisted in the Confederate cause. Once, while serving in the cavalry and stationed at Hagerstown, he had gathered together a quantity of army clothing with the intention of shipping it to his home. He had packed it in a box and stored it in the old Thompson home, where the Baltimore and Ohio station now stands. But alas for his plans! Before he could get a chance to send his package, the Confederates drove the cavalry out of Hagerstown, and Ephraim lost his treasure.

At the time of his retirement in September, 1909, Mr. Provance received a letter from the late President Oscar G. Murray, who congratulated him on his long service, which dated back to the end of the Civil War.

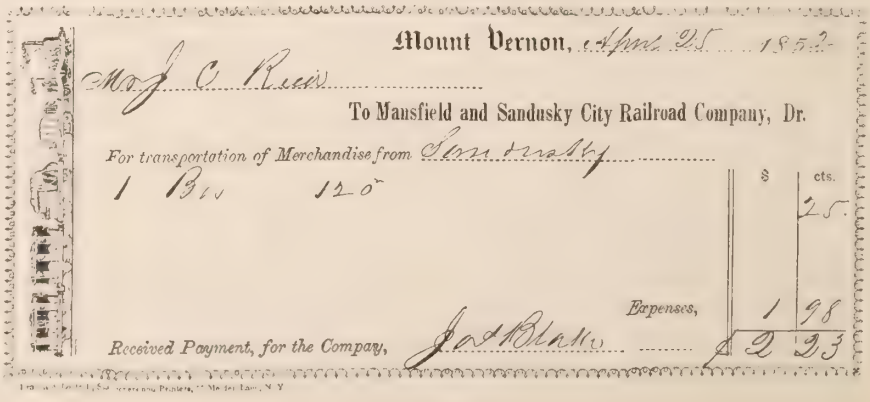
He ran on what was known as the second division, between Martinsburg and Piedmont, W. Va. During the whole time that he served the Baltimore and Ohio he experienced but one wreck, and that was caused by a windstorm.

An Old Freight Bill

THE accompanying reproduction of receipt to consignor for revenue received for freight transportation will interest many of our veteran readers, especially those who may have been employed in station service.

Agent F. G. Hadley, at Mount Vernon, Ohio, writes us that the present charge for shipping 120 pounds from Sandusky to Mount Vernon would be 51 cents; since class of commodity is not shown on this, this charge represents the rate on first class basis. Mr. Hadley writes us further as follows:

"The item of $1.98 evidently covers transportation charges up to Sandusky, although in the past the railroads did advance charges other than for transportation; but this practice was discontinued a number of years ago."



Mount Vernon, April 25 1892.

Maj. J. C. Rees

To Mansfield and Sandusky City Railroad Company, Dr.

For transportation of Merchandise from Sandusky

1 Box 120

	$	cts.
		25
Expenses,	1	98
Received Payment, for the Company, Jos. Black	2	23

An Old Freight Bill

Relief Department Saved His Home

McMechen, W. Va., March 4, 1920.

Mr. W. J. Dudley, Superintendent,
Relief Department,
Baltimore and Ohio Railroad.

Dear Sir:

We do not really know how to thank you and the Relief Department for the quick action you took in our behalf at the time when our home, or what we called home, was about to be sold. I tried all means to get financial support but failed, as at that time money was tight; the Fifth Liberty Loan was about to be floated and there was no money to be had.

A friend of mine said, "Why don't you try the Relief Department?" So I did and the action which this department took was very helpful to us, and we would be very ungrateful to you and your department, and especially the building inspector for his good services, if I did not acknowledge this. I know, down deep in my heart, that the name Relief Department should be praised and well cherished by all who have dealings with it. It is the best friend I ever had; it built a home foundation for me, so strong that it would take great force to disrupt it. We thank you all for the consideration given us as strangers to your department and shall show our appreciation by our recommendation of it to others.

Respectfully,
(Signed) Uriah M. Fitzpatrick,
Machinist.

Duplicate of Express Receipts Required

On and after July 1, the American Railway Express Company will keep a duplicate copy of every receipt it issues when receiving business from shippers. The duplicates will be retained by the express company for the purposes of record and reference, and will be held at the shipping office.

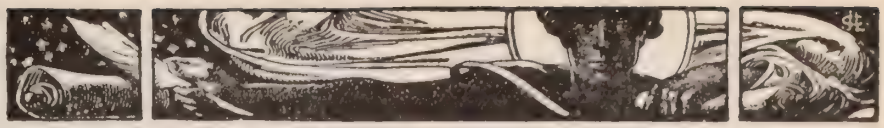
Shippers who have been accustomed to prepare their own receipts or who have their own forms have been requested to make provision for supplying duplicates of such receipts to the express driver or receiving clerk who signs them.

As a matter of convenience to shippers, the regular receipt forms of the express carrier will be revised to permit their use in duplicate form.

In cases where prepaid receipts are now being issued in duplicate, the extra copy being used as a record of charges paid, a third copy will be required under the new system, and in such instances prepaid receipts will be issued in triplicate.

One of the objects of the new system is to bring about better protection for and methods of recording the movement of express packages in transit.

Cars Are Only Earning When Car Wheels Are Turning



Safety Roll of Honor

Baltimore Division

On March 25, Engineer H. M. Evans, in charge of helper engine 4523, while returning from Mt. Airy Junction to Reels Mill, discovered a pile of angle bars and scrap iron on eastbound track near Burgees Crossing, east of Ijamsville. He removed the obstructions from the track, preventing what might have been a serious derailment. Mr. Evans has been commended.

Conductor G. H. Delashmuth, in charge of extra east, engine 4536, March 26, discovered a broken rail on eastbound siding at Reels Mill. He has been commended.

On April 7, Agent L. E. Ogle, at Elkridge, reported brake rigging down on Baltimore and Ohio 15447 in train of extra west, engine 4508. Conductor J. C. Dwyer with work train at Murray's siding also observed it and attracted attention of crew on extra west, engine 4508, who stopped their train. Defect was made safe. Agent Ogle and Conductor Dwyer have been commended.

Commendatory notations have been placed on the records of Crossing Watchman H. Baumgart at Cowenton and Agent Miss M. Corbin at Loreley for their action in the case of broken arch bar under Baltimore and Ohio 225249 in train of extra east, engine 4016, April 22. Mr. Baumgart noticed the defect and called Miss Corbin over the telephone at Loreley. Miss Corbin flagged the train and notified the Conductor. Examination of the broken arch bar showed all new break. Their action removed the possibility of a derailment.

Baltimore, Md., April 29, 1920.

Mr. H. Flattermash, Engineer,
Care J. E. Sentman,
Philadelphia, Pa.

Dear Sir—It has been called to my attention that on April 5 you were in charge of extra east engine 4518 and on entering the Susquehanna Bridge you noticed a car roof lying on the eastbound track and brought your train to a stop before running over it. With the assistance of the train crew you removed this obstruction.

I wish to commend you for your alertness on this occasion as your action probably averted an accident.

Very truly yours,
(Signed) R. B. White,
Superintendent.

Baltimore Terminal Division

At 9.07 p. m. on March 15, G. W. Pilson, crossing watchman at Warner Street, Baltimore, heard a very loud noise in track at that point as No. 17 passed. Upon investigation he found a piece of rail broken out of westbound track. His promptness in notifying Operator at Baileys Tower probably prevented a serious accident. Proper commendatory notation has been placed on his record.

G. T. car 12888 was recently seen by W. F. Potee, warehouse foreman, Tobacco Warehouse, with door open and one hogshead of tobacco protruding. The moving of this car would possibly have caused a serious accident, but same was averted when Mr. Potee secured some help and put the hogshead back into the car and sealed it. An entry, suitable for the occasion, has been made on this gentleman's service record.

On March 2, W. F. Berrett, track supervisor, while passing through Camden passenger shed, noticed vertical worn flange on passenger car 4083, and upon examining wheel found piece chipped out of inside of flange, about 4 or 5 inches. Mr. Berrett notified Chief Car Inspector, who had coach set off and shopped. Mr. Berrett's eagle eye prevented possible derailment and proper entry has been made on his record.

As extra 4521, west, passed North Avenue on March 23, George W. Fowler, operator at North Avenue Tower, observed brake rigging dragging under Grand Trunk car 61973. He took the necessary steps to have train stopped at Mt. Royal, where repairs were made, thus possibly preventing an accident.

Cumberland Division

At 12.50 p. m., March 31, while extra 7132 east was passing Hutton Track, Foreman I. Lambert observed broken wheel under Baltimore and Ohio 138167. He got on caboose and notified Conductor who, upon examination, found it necessary to set car off at Hutton. Mr. Lambert is exceptionally watchful for defective equipment or other irregularities, as was shown in a previous issue of the Magazine which contained reports of other similar observances to his credit, as well as his picture.

During April operators on the division observed the following irregularities and exercised prompt action for correction:

Nature of Observation	Number of Cases
Wheels sliding	3
Brake rigging down	1
Hopper bottoms down	4
Loose ladders	1
Total	9

Cumberland, Md., May 14, 1920.

James Hines,
Great Cacapon, W. Va.

Dear Sir—I find that when No. 10 passed Great Cacapon on the morning of April 29, you heard an unusual noise, made investigation and found a broken rail on No. 2 track near Great Cacapon station. We are informed by Mr. Widmyer, the Operator at the tower, that you reported the matter to him and that arrangements were made that enabled prompt repairs.

I express my appreciation of your interest and watchfulness on our behalf and thank you for your action in the matter.

Yours truly,
(Signed) J. W. Deneen,
Superintendent.

Pittsburgh Division

On the morning of May 14, at 6.10 a. m., while Sectionman William Winkler was on his way to work on Section 25 at Wildwood, Pa., he discovered a broke rail about 15 rail lengths east of Bryant Station. He flagged the first freight train that came along and asked the engineer for switch key to open telephone box and put out a five mile an hour order.

Monongah Division

At 2.30 a. m. on February 5, No. 80, engine 4096, Conductor W. A. Coffman, was stopped on eastward main track west of "MD" Tower, Clarksburg Yard, on account of a rock fall on interlocking switches. Conductor Coffman made examination of switches and found that signal could be given to eastward trains out of "Block Track" while points of switch facing west stood about half open. Signal had already been given extra 1889, Conductor W. C. Cooper, light with caboose for movement from "Block Track" to eastward main track. Conductor Coffman immediately flagged extra 1889, which would have possibly derailed caboose and engine. Meritorious notation has been placed on the record of Conductor Coffman for his prompt action.

GRAFTON, W. VA., April 27, 1920.

J. J. CLAUSSON, Operator,
Lumberport, W. Va.

Dear Sir—I have your note of the 26th in regard to your action in notifying conductor of train No. 71, engine 2640, of fire flying from top of wheel on Baltimore and Ohio 144509 in his train and examination showing crosshead key had come out and car set off in No. 2 east siding. I certainly appreciate your interest in this matter and will submit item for a place on the Honor Roll in our MAGAZINE.

Yours truly,
(Signed) C. W. VAN HORN,
Superintendent.

The Baltimore and Ohio has many loyal men. On April 29, No. 38 with double header derailed trucks or tank of engine 5122, three-quarters of a mile west of Ellenboro, near the home of Conductor Charles H. Frederick. Mr. Frederick, hearing of the trouble, went to the derailment and materially assisted in rerailing trucks.

Newark Division

On May 3, while third No. 70 was passing the shops at Zanesville, Coach Repairman W. A. Combs noticed a broken flange on U. P. 70916. Mr. Combs promptly notified the train crew and had car set off. Upon investigation it was found that 15 inches of flange was missing. This defect was detected just as car was approaching Zanesville Bridge across the Muskingum River. Mr. Combs is commended.

Cleveland Division

On April 24, as extra east engine 4191, in charge of Conductor Mann and Engineer Brumback, was passing Dover, Yard Clerk T. B. Adams noticed brake beam down on second car from engine. He immediately took steps to notify crew, who had train stopped before any serious damage was done. He has been commended for his watchfulness.

On May 5, Conductor T. McDermott noticed brake beam down on third car from engine 4296, train No. 74, Lorain yard, and immediately notified Engineer, who had train stopped, thus eliminating a possible derailment. He has been commended.

Mr. J. D. DRENNAN,
Section Foreman, Section No. 29,
Elyria, Ohio.

Dear Sir—Understand that at 1.50 p. m., April 13, you noticed broken flange on westbound train, engine 4250, between Erhart and Lester, and notified the Conductor immediately, who had car set out at Erhart. No doubt your watchfulness in this case averted an accident, as there was 20 inches of flange gone on this car. Proper entry will be made on your record in this case.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

South Chicago

On April 26, Yard Brakeman Melvin Frame discovered four cars on three different tracks on fire in west end of South Chicago yard. He immediately notified the Yardmaster and Conductor and they were able to save all but one car, an empty, which was completely destroyed. One of the three cars saved contained lumber, the loss of which would have been great but for the quick work of the men and the aid of the fire department.

G. E. Baker, Operator, at "HK" Tower, observed a fire in train extra 4243, west, at that point and succeeded in stopping the train and having the fire extinguished.

Ohio Division

On April 18, engine 2041 was derailed at Guysville, by bent axle on tank of this engine. This condition was discovered by Brakeman E. R. Maple, who immediately reported it. In all probability this averted another derailment after leaving Guysville. He has been commended for close observance and interest displayed.

On April 26, Operator C. M. Scott at Sabina, noticed brake beam dragging in extra 2901 west. He immediately reported this to dispatcher and beam was removed at Wilmington. A few days previous to this Mr. Scott noticed a refrigerator car door standing open, which might have caused injury to crew or passengers on No. 32, due to meet this train at next station. He had train stopped and door closed. On several occasions Mr. Scott has made similar observations on different trains, and has taken immediate action in each case. He has been commended for his watchfulness and interest taken in Company's welfare.

On March 14 it came to the attention of Operator P. R. Sperry at Sabina, that rail was broken on Pennsylvania main track at Oakland Avenue, Washington Court House. He immediately notified dispatcher of Pennsylvania Lines, through operators at Newark and Zanesville, and later, fearing that Pennsylvania dispatcher would not receive the information, had clerk of the Pennsylvania office call dispatcher direct and talked to him personally. Superintendent of Pennsylvania Lines, commenting upon this, said: "Mr. Sperry's action was highly commendable, and I would appreciate it if you would convey to him my compliments and thanks on behalf of the Pennsylvania System." Entry has been made on record of Operator Sperry for his interest in safety of a neighbor line.

Indiana Division

On May 7, James Long, yard brakeman, North Vernon, noticed broken arch bar on W. T. L. 15574 in extra 2026, which was pulling by him in North Vernon Yard. He immediately notified Conductor, train was stopped and car set out. The close attention of Mr. Long to passing equipment, possibly averted an accident, and appropriate entry will be made on his record.

On April 9, Willard Campbell, trackman, North Vernon, was looking over extra 2776 standing on main track at North Vernon, and noted that C. R. I. & P. 35454 was leaning considerably to one side. Closer observation and examination of car developed that truck bolts were broken. He notified crew of extra 2776, which was in charge of Conductor O. E. Henderson, and train crew set car out at North Vernon for repairs. The interest manifested by Trackman Campbell is very commendable. Appropriate entry will be made on his service record.

Toledo Division

Operator B. J. Krebbs, Carlisle, noticed car with bent axle in train of extra 4044 while passing his station. He had train stopped at Hamilton, where car was cut out. He is commended for this thoughtfulness and his quick action.

Operator E. E. Shaffer, Erie Junction, noticed broken wheel on D. & H. 8933 in extra 4138, north, while passing at speed of about 8 miles per hour and stopped train when wheel with about half the flange broken off dropped off rail. Mr. Shaffer's watchfulness and prompt action possibly prevented more serious accident. He has been commended.

While extra 4556, north, was passing North Switch at Middletown, Foreman "Mike" Riccalo discovered broken arch bar on P. L. 93817. He was successful in attracting Conductor's attention and the car was set off at Carlisle Gravel Pit. Foreman Ricallo's act in observing this dangerous condition possibly averted an accident. He has been commended.

We have two Crossing Watchmen at First Street, Dayton crossing gates, William Wilson and James Hart. From May, 1919, until May, 1920, there was not an accident on this crossing, nor was there any damage done to the crossing gate. These men deserve credit for their faithful and careful work, and we take pleasure in complimenting them in order that all fellow workmen may know that their good work is appreciated.



Salesman—Pardon me, lady, does Mr. Smith, the brakeman, live here?

Lady—No. This is only his address. He lives on the road.



Among Ourselves

Baltimore and Ohio Building

Offices of General Manager and Superintendent Motive Power

Correspondent, G. F. ZIMMERMAN

Miss H. G. Guilford was recently granted a leave of absence and we have received several encouraging letters from her, advising that she is improving gradually where she is staying, just outside of Cincinnati. Miss S. Lazarus is her substitute here.

Charles O. Healy has also left us, having accepted a position as Secretary to Superintendent Hoskins, Baltimore Terminal Division. Success to him!

Spring Fever is here—the correspondent included. Soon our vacations will be at hand, the time of the year we all welcome. Dr. Craig, our Assistant File Clerk, says she enjoyed her trip to the West so much last year that she has already made plans for another trip this Summer, together with Miss Russell, file clerk in the Transportation Department.

Law Department

Correspondent, GEORGE W. HAULENBEEK

It was Mrs. Virginia Walter, the stenographer, to whom I made allusion in my last communication to the MAGAZINE. Her work was most acceptable, and regret was expressed in the department that on account of sickness in her family she could not remain with us.

The retirement of Melville Gemmill from the Law Department, and his acceptance of a position in the Traffic Department, left our office in such a state that Edgar W. Young, our Chief Clerk, requested Mrs. Walter to return to the department to take Charles R. Webber's accumulated mail. Mrs. Walter responded promptly, and remained until the advent of Ronald Horsey, who became one of us on April 12. Mr. Horsey's work has proved him to be the kind of worker that the Law Department wishes to retain.

And now Charles Seip Stout has left us. He has gone up one flight of stairs to the fourth floor to act as Secretary to Freight Traffic Manager Golder Shumate. Mr. Stout came into the Law Department in 1902, took up shorthand, mastered it, applied himself, and soon became Secretary to R. Marsden Smith, general attorney.

The place made vacant by Mr. Stout's retirement has been filled by Miss Loretta Schott. Her stenographic work is fully up to Law Department requirements. Miss Schott has been in the Baltimore and Ohio service for about five years. She acted as Secretary to Mr. Bernstein, in charge of the Commercial Development Bureau, later entered the Federal Manager's office, and after that had a desk in the Safety and Welfare Department.

Junior Clerk William Bruce Berry declares that while the subject of overalls is so generally discussed, the following poem, clipped from an exchange, would be relished by the readers of the MAGAZINE.

Tune, "Over There."

"Overalls! Overalls!
For the stouts, and the shorts, and the talls;
Oh! we all can't tear 'em,
We all can wear 'em
In private homes and public halls.
Overalls! Overalls!
Worn at work, worn at night paying calls;
Oh! we'll all look funny, but we'll all save money
And we won't take 'em off 'till the price of clothing falls."

Car Service Department

Correspondent, GRACE PLACEDE BERGHOFF

We were glad to see Eva Callis when she visited Baltimore for ten days after having spent six months in the Blue Ridge Mountains. She has fully recovered her health and expects to return to Baltimore, to remain permanently, in the early Fall.

On May 25, Katherine Warfield of this office, and Leo Molloy were married at St. William's Church, Ten Hills. Mr. Molloy, who is secretary to Mr. S. Davies Warfield, President of the Seaboard Air Line, is a former Baltimore and Ohio man. Mrs. Molloy entertained her friends of the Car Service Department early in May and a linen shower was given in her honor at the home of Aline McKnew.

Our heartfelt sympathy is extended to Edith Burgess in the loss of her father on May 16.

Margaret Windsor, after having undergone an operation at University Hospital, has returned to her duties.

Florence L. Bargar and Myrtle Calder left us last month to become matrons. Our best wishes followed along with silver teaspoons.

Lillian was busy figuring demurrage when the "Colonel" appeared in the vicinity of her desk to talk some real business concerning the MAGAZINE. As he looked admiringly upon her, he said sweetly and in an undertone, "I wish she would wear her hair parted in the middle instead of on the side."

Inflated wages and inflated prices are buddies.

The clerk who has never made a mistake is a fly-leaf between the Old and New Testaments.

A booster is all right, but a knocker hangs on the outside of a door.

Office of General Freight Claim Agent

Correspondent, MISS E. T. MURRAY

On Wednesday morning, May 5, the stork visited the home of L. J. Sturn, of Suspense Division, leaving a 9-pound baby girl. Congratulations, L. J.

"What do you mean by keeping me standing on the corner like an idiot?" demanded an angry husband whose wife had kept him waiting to go shopping with her. "Now, really, dear," she replied sweetly, "I can't help the way you stand."

The sudden death of Mr. Lozon on April 16, cast a shadow of sadness over the whole office. He had been ill with diphtheria for only a week and his death was a shock to all.

Mr. Lozon entered the services of the Baltimore and Ohio Railroad Company on October 1, 1913. At the time of his death he was an investigator in the Loss and Damage Division.

The entire office expresses its heartfelt sympathy to his bereaved widow and family.

The accompanying picture is of James D. Hagerty of the Suspense Division. "Jimmy," as he is known to the boys, was one of the members of the American Expeditionary Minstrel Troupe, which played before General Pershing and other Generals of the Allied Army and before thousands of soldiers in France during the World War. Before going to Europe he was the director of the annual minstrel show of the St. John's Athletic Association, and after three years of absence from that post on account



James D. Hagerty

of his military duties, he has resumed his old job. He directed the "Old Towners" for the minstrel show which was given by them on Friday, May 8, at Lehmann Hall.

We are glad to know that our friend and fellow clerk, J. A. Downey, of the O. S. & D. Division, who underwent an operation at Mercy Hospital is home again and steadily improving. Here's hoping he will fully recover soon and return to us again.

Our old friend J. W. Schumacher, Investigator of Perishables, has been promoted to Traveling Inspector of Perishable Freight. The Department now "knows him no more" because he is out on the line all the time. "J. W." has the fourth longest service record in our office, having entered the service on January 19, 1885, as Delivery Clerk. In the old days "Willie," as he was affectionately called, knew it all, and when anybody wanted to find out anything about the "incoming side" he had to come to "Willie"—and "Willie" set them straight. Now we call him "Bill," and we say "Good Luck, Bill!"

W. F. Braden, Safety representative, visited our office May 5, and gave a brief talk on the Cooperative Stores Association of the Baltimore and Ohio Employes. His purpose is to raise sufficient funds through the sale of stock to insure the prompt opening of the store in Baltimore. He outlined briefly and concisely the benefits we hope to derive therefrom and expects hearty support from this department, in line with our previous high standing on the list of past affiliations with worthy causes.

Mr. Braden also urged that we lend our generous assistance to the Baltimore and Ohio Young Men's Christian Association.

"Tom" Littig, Suspense Division, has been granted a month's furlough account of ill health. Here's hoping we shall receive good news of a turn for the better and that he will soon be back on the "job."

Keep the Ball Rolling

The season is now on. Coach Heartt has called the team for work and has announced the following line up: Rover Bowhay, c.; Garner, Love and Fink, p.; Taylor, 1st b.; Downey, 2d b.; Zenter, ss.; Littig, 3d b.; Hilton, lf.; Tyson, cf., and Schepler, rf., all of last year's team. Roden, Kenne and Shea are the reserve players. William Bittner will act as mascot.

Already several challenges have been received, one from Baltimore Dry Docks, and another from Maplewood Athletic Club. Somebody is "laying down" on the job; a little "pep" should be injected into the team; then they can rest assured that the girls will do their share and root for the winners.

Remember:

Many a person has dug his grave with his tongue.

Discourtesy hurts the person who uses it more than the person at whom it is directed.

One discourteous action over the telephone to a patron or a prospective patron does an injury to every man whose name is on the pay roll—and a place on the pay roll beats one in the bread line.

It is not always what a man knows, it is what he does that counts. Opportunity plays no favorites.

Chickens come home to roost: so do harsh words.

Engineering Department

Correspondent, Oswald Eden

"Spike" Schanze was in an automobile(?) accident the other day, but luckily was uninjured. A friend of his, who had quite recently purchased a Ford machine, was bringing him down to the office. As they approached a certain street crossing they saw an electric car bearing down upon them, but alas! it was too late. The remainder of the story follows in his own words: "We saw that the car would hit us, so we just lifted our feet and the engine went under the seat. The "can" was a wreck. The only things that were not smashed were the wheels and a musical whistle on the rear mudguard. We waited awhile. Presently a coal wagon came along, shoveled the debris up and carried it to a garage, where we were offered as much as $125 for the remains."

"They all flop sooner or later." It occurred Thursday, April 15, when Gasson M. Davis, of the Cost Department, took unto himself a wife. The girl in the case was Miss Ruth Virginia Peddicord of Laurel, Md. They were united by the Rev. Joseph A. Meyers, and the ceremony was performed in St. Mary's Catholic Parsonage. On their honeymoon they visited New York and Atlantic City, after which they returned to Elkridge, Md., where they will make their home.

A. A. Jackson, assistant engineer in the Cost Department, recently resigned to accept a position with the Federal Railroad Administration at Washington, D. C.

The engineers in Mr. Milburn's office are very particular about their appearance now that a new lady "stenog" has arrived.

"Joe" Kemp has composed a new piece to play on his fiddle. It is entitled "Only a C. O. D." and is dedicated to his friend "Spike" Schanze.

Miss Georgie P. Simpson, file clerk to Engineer of Buildings, left us May 1, and is now working for the M. A. Long Company, contractors. Her place was filled by Miss Anna May Lavak.

Beal Helm, draftsman in the Office Engineer's Department, was recently transferred to the Valuation Department. "Ted" Ziegfeld, another draftsman, was granted a leave of absence on account of his health.

"Jits" Fleagle came into the office the other morning holding a pasteboard box, which was about six inches square and four inches deep. There were several small holes in the top, and when you peeped in, you received an icy stare from several large eyes within. Upon closer observation, we found that he was transporting some live stock to the slaughter house. But, we didn't know that "Jits" was French.

Miss Landsdowne, a tracer in the Office Engineer's Department, was confined to her home for a few weeks with a severe attack of bronchitis. We are glad to see that she weathered the storm and is now back on the job.

"Alvie" Weston has entered the poultry business. As he tells us, he has twenty-three of the dearest, fluffiest, fattest, most innocent little "peeps" you ever saw. Nine of them were hatched in an incubator, the other fourteen by the more ancient method. We feel that he may be justly proud of this, his latest achievement.

Now that "Ted" Ziegfeld is away on leave there is no one to look after the windows.

W. H. Collings, formerly clerk to the Signal Supervisor, is now in the Cost Department. C. M. Whittaker, who was with the Treasury Department in Washington, D. C., is also on the Cost Engineer's force.

Printing Department

Correspondent, M. J. Conroy

I know there will be some Magazine readers who will be envious of us when we tell them that we had the great pleasure of a visit recently from our new Associate Editor, Miss Stevens. It will probably also be disappointing to many to know that she looks very much unlike a poet—just a plain, smiling, joyous and gracious woman.

We record with great pleasure the honor that has come to one of our compositors, William Groves, in being chosen an Elder in his church. It is quite a compliment to the craft that one of its members should be found to possess the necessary qualifications to entitle him to a seat amongst the elect. It is an accepted fact that once a man selects the printer's trade as an occupation he is foredoomed, along with proofreaders, editors (associate editors excepted) and notaries public, to wander in the opposite direction from which the heavenly choir is enthroned. All who know "Bill" can vouch for his sincerity and honesty and his willingness to observe the golden rule, "Do unto others as you would be done by."

Eugene Washington Weems, our young colored factotum and "hocus-pocus," (mostly "hocus-pocus") has a roving commission to execute orders for the men at lunch time and he very carefully and laboriously writes out the various items he has to purchase. I thought I would take a "peek" at his list one day just to see how he worked his system. Here is what I read:

1—Beloney.....15 —R
2—Hot weaneys.....20—H
1—Rizen cak.....10—P
1—Botle mulk.....10—C
1—Apul pye.....10—W



William Norman Keller, Jr.
Two Year Old Son of William Norman Keller, Printing Department

The accompanying picture is of the pride and joy of Mr. and Mrs. Norman Keller. The little fellow, though only 2 years old, can always find something for his busy hands to do. "Daddy" is one of our keyboard operators.

We have recently had two new additions to our keyboard force, Messrs. Roscoe Hall and Charles H. Ogle. Mr. Hall is full of speed and Mr. Ogle is full of the fire of youth, being the youngest of our keyboard staff. Let us hope they will decide to stick around long enough to get acquainted.

We held an election in May for International officers and also for local officers of the Typographical Union, of which the 36 men of this chapel are members.

Most all of the men here became converts and ardent supporters of the Progressive ticket and the results showed a clean sweep for that ticket in this chapel. Nicholas Hucke, chairman of our chapel, had everything arranged in splendid shape and the election was carried out according to program, the voting being done before commencing work in the morning and during lunch time.

The judges of election were three of our veteran compositors, Messrs. Harry Reay, William Groves and George Yeager, which again proves that character and ability will win every time. Mr. Reay is a leader in the Bible class in his church and Mr. Groves was recently honored by being made an Elder, while Mr. Yeager represents the liberal or wet wing of the chapel.

This reminds me that one summer in the happy days that are now but bitter-sweet memories, George and I spent a delightful afternoon on board Oscar Sherman's yacht and we anchored at a shady spot well-known to the bibuli of those days and had several bottles of cold Pilsner and the best soft crabs that it has ever been our good fortune to eat. George says every time he thinks of that afternoon he feels like shouting "Halleluiah!" It takes a lot of courage to smile sometimes, but when we think of that trip and the sight of "Ots" pulling the oars, with the thermometer up around 100°, George still beams, and wonders if the time will ever come when it will be a crime to allow cock-tails to grow on farmers' roosters!

Telegraph Department

Correspondent, DELLA M. HAIN

We are sorry to report the death of Mrs. G. D. Ward, wife of the Assistant Manager, Baltimore Relay Telegraph office. The grim reaper has also claimed Miss Jessie Day, sister of E. W. Day, Assistant Superintendent Telegraph. The bereaved have the sympathy of the entire department.

Remember that when your 'phone rings there is someone at the other end of the line who wants to talk to you. Don't keep this party waiting; answer promptly and avoid the necessity of the telephone operator ringing longer than necessary.

Did you ever see Cupid driving a car? That is just what happened when "Ed" Wyant, wire chief, rushed to Ellicott City and took unto himself a wife. This mixes up family relations a little at the telegraph office, as the new Mrs. Wyant is an aunt to Pauline Flayhart, which automatically makes Mr. Wyant Pauline's uncle. But somehow Pauline finds it funny to call the Wire Chief "Uncle Ed."

William C. Donnelly, supervisor time service, has left again on business on Baltimore and Ohio Lines West. He didn't admit it, but we all know he has gone in search of that old gum shoe he lost in Cleveland.

This office was recently the focus of a conference of the following Western Union officials: E. P. Totman, district plant superintendent, Philadelphia, Pa., and E. P. Murphy, his Chief Clerk, W. W. Olheiser, district plant superintendent, Pittsburgh, Pa., and E. J. Colwell, district foreman.

Some of our linemen located at 213 West Camden Street have commented because of not seeing their names under the notes of this department. Send in your news to the Correspondent and see what happens. A word to the wise is sufficient.

It is suggested that certain members of this department consult Mr. Donnelly, supervisor of time service, before visiting New York; it is rumored that they (we mention no names) recently paid real money to see a good show on Broadway and missed the first act on account of the "Daylight Saving" time. Some people will never get out of the "Rube" class. How about it, Uncle Frank?

Valuation Department

Correspondent, G. B. SAUMENIG, *Accountant*

Baltimore Office

New faces constantly appear. Now we have with us Miss N. E. Shaefer, clerk to Chief Draftsman; Miss E. H. McMann, clerk, office of Equipment Pilot; F. E. Wiles and H. C. Dews, accountants, office of Cost Engineer; Gilbert Murphy, messenger. To these we extend a most hearty welcome.

Speaking of competition, no one doubts the accuracy and speed of the various calculating machines in the office, but it seems that the one with the most admirers should be the best. A question arises: Is it the machine or is it the operator we admire?

We mourn the loss of our youthful "Caruso," now connected with office of C. F. Bennett. Our best wishes go with "Ed."

Miss Tucker, clerk to Equipment Pilot, was away from the office for sometime account of sickness. She is with us again and appers very happy. Why?

Miss Cregor, of Chief Draftsman's force, has just returned from a visit to her home in Springfield, Ky.

P. Gallimard, who until a short time ago was associated with Bridge Pilot, has left for France, where he will act as administrator for a large estate. In case the funds are distributed according to his directions, will we be remembered?

Our sympathy is extended to Miss Graham, clerk to Assistant Engineer Duncan, in the loss of her father.

Why not appoint a Ventilation Committee, as well as a Valuation Committee? We all know that fresh air is essential to health and that health is the chief asset to efficiency. Where have the ventilators gone? Have they been taken home? The majority, I believe, want fresh air all the time and it should be the rule of the office the same as being on time, etc.

When is Pay Day? This is the most important question and one that no one can answer. Who is to be the next President does not alarm us, as much as when the Ghost walks.

The stork begs to announce the following arrivals: Doris Elizabeth Miller, daughter of Assistant Chief Draftsman; June Virginia Bratt, daughter of Wallace Bratt, Draftsman; A. H. Hendrickson, Jr., son of Topographer Hendrickson.



FROG HALL
ONE OF THE VALUATION DEPARTMENT CELEBRITIES

Pittsburgh Office

During the recent strike trouble, those connected with Pilot Engineer's office at Pittsburgh volunteered for train service and between April 13 and 24 the entire force, consisting of eleven men, was called into active service as firemen, brakemen, flagmen and baggagemasters. This is 100 per cent. loyalty.

Wheeling Office

C. T. Duffield, rodman, sprang a pleasant surprise when he made known the fact that he had been a married man since July, 1919. This announcement was made when he requested leave to take his belated honeymoon during the first part of April. Mrs. Duffield had quite an extensive honeymoon with "Duff" in "No Man's Land" of West Virginia.

F. X. Peterson, transitman, recently transferred to the Wheeling office, cannot stand the monotony of male company any longer, or does not fancy the company of the Wheeling girls, as he has decided to become a benedict. He left on his honeymoon May 17 and took his bride to the Wheeling metropolis with him.

H. J. Campbell, assistant pilot engineer, resigned from the service on April 30 to accept a position with a local engineering concern. We all regret his leaving and wish him success in his new undertaking. G. F. Clark, from the Baltimore office, has been promoted to position of Assistant Pilot as of May 1.

Cincinnati Office

Have you seen our Bonney boy from Baltimore?

One man out here surely is Noble; then there is one just like Stone.

Some of the Valuation men seem to think that freight cars should be handled on boats in the Brighton Yards. This idea is caused by the incessant rains during the time they assisted in switching recently.

Chicago Office

H. E. Gregory, abstractor, lost a bet this month. He had to treat the office to cigars

and candy. Now he carries his lunch with him. Her name is "Lois Jane" and weighs 7½ pounds. Too bad, Harry, we're sorry it couldn't be Joseph.

Those who know "Ossie" Norman (celebrated transitman in our midst) have wondered if by some chance he fell when quite young and hurt his head. Let me put you straight: he fell about a year and a half ago, when he promised to "love, cherish, honor and protect" and he's never been quite right since. He has our sympathy for a speedy recovery to good common sense.

Attention of all Offices

Several WEEKES ago, PRYOR to Easter, the following incident took place on Train No. 5 and is vouched for by the Pullman PORTER.

It was a WHITE SUNDE and the train was in the midst of a STORM. As it pulled out of RICHMOND, a wealthy BREWER, with MOORE money than brains, entered the Pullman, accompanied by a KYDD, carrying several BAGGS of ARMOUR'S fertilizer. The BRATT'S name was MICKEY and he was too SMART for his age. He reminded one of a female fox TERRIER trying to BARKER head off.

The BREWER was sleepy, being FULLER of LAGER than ever before. As his berth was not ready, he started a RAU and went KLIER out of his head. He pulled the wrong BELL, which stopped the train suddenly, causing a shower of hot COLES and a large STONE to come through the window. This made the BREWER GREEN in the face and he looked like a FABER pencil that had been sharpened by a BUTCHER. His talk sounded like COHAN on the telephone and he wanted to BOYCOTT everybody on the train. In the midst of the excitement, in walked BRYAN and WILSON, the latter closely followed by Dr. GRAYSON.

Even the COOK from the Diner started to SMYRK. In the next seat a TAYLOR and a BAKER started to fight and wanted JUSTICE. The KYDD by this time started to tell of his past life.

When quite young, he traveled with Sophie TUCKER, Fannie BRICE and the WATSON sisters, demonstrating "There's a Service STARR in our window."

At ten years of age, he drove a CRAWFORD car from COURTLANDT Street to JONES Falls and thence to GEORGE Street in five minutes.

When only 12, he sold WILBUR'S Buds, CARTER'S LITTLE Liver Pills and WELCH'S Grape Juice, trying to make his ARMSTRONG.

He mentioned his NOBLE sister, who has studied the McKEE system of shorthand and operated an OLIVER typewriter. She a PIERCE-Arrow car, which she had bought at a big PRICE, but one day while trying to TURNER around, in order to get past an old FORD, her little brother very nearly knocked her BLOCK off. This made the KYDD laugh and he told her to buy a CAMPBELL next time. To keep him quiet she gave him two NICHOLS to WARNE him.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

A dollar spent in railroad transportation today has greater purchasing power than any other money. Think it over.

Culminating in a romance started in the Interline Settlement Division of this office several years ago, Miss Alice M. Gill was married to R. J. Drechsler on April 28, Rev. Father Callahan at St. Cecilia's Church, Walbrook, officiating. A brother of the bride and sister of the groom acted as best man and bridesmaid, respectively. After a wedding breakfast at the home of the bride, the newlyweds left for a trip to Niagara Falls.

Here's another! W. S. Donaldson, Interline Settlement, to Miss Mildred Carpenter, on April 5, by Rev. Father O'Conner, St. Luke's P. E. Church. Best wishes.

The duties of the Interline Chief Clerk periodically compel his presence on the outside, and in order to economize on stationery (spirit of the times) he was presented with a leather brief case by the Assistant Head Clerks.

The Librarian, who is ever solicitous of our welfare as readers, surely deserves our attention when it comes to doing little things to prolong the life of books, such as a new paper cover now and then or a daub of glue here and there. It creates a more favorable impression on the next reader who gets the repaired book.

The usual fraternal spirit prevalent here was again demonstrated when fruit, etc., was tendered our boys who were so unfortunate as to have been seriously ill recently. Those so afflicted were: J. B. Massicott, S. T. Newton and G. S. Moore.

Our sympathies go out to fellow clerk James Scharf because of the death of his sister.

When two young ladies of our Revision Division tell us they are going to visit relatives of one of them at Blanchester, Ohio, and then go and spend most of their time in Cincinnati, its nigh time to be observing. The Weller-Gustin twins know all about it.

There was quite a little excitement among the boys at Mt. Royal the other morning when Miss Michel assumed duties as stenographer in the Correspondence Bureau.

A singular thought struck me the other day when one of the wounded overseas boys from the Base Hospital at Fort McHenry, entering a local theatre on a complimentary ticket, paid war tax. After being maimed, probably for life, for the sake of Democracy, why should a wounded soldier pay war tax? Why pay any bill twice, when you have the first one receipted?

Manager Everhart's dance came off splendidly on the evening of April 15 at the Automobile Hall. It was just the kind of an evening to have a dance; the music was fine and pretty girls were very much in evidence. Everyone seemed to have a good time.

For the sake of unity and harmony, the three baseball teams have picked their best players and formed one strong team under the direction of Mr. Everhart, who has entered his team in the System League. With the lineup as promising as it seems to be, success is probable. Dates have been secured with several teams in Washington, D. C., Connellsville, Pa., New York, N. Y., Philadelphia, Pa., York, Pa., Savage, Md., and Cumberland, Md. New uniforms were ready on May 15, the gift of a friend. The Club is out to win, and their aggressiveness is evident. Several changes have again affected the organization. Success to them.

Auditor Miscellaneous Accounts

Correspondent, MARY E. PEARRELL

Mr. Stork paid a week-end visit to the home of Mr. and Mrs. George Fromtling on April 16 and left a baby girl. Mr. Fromtling is surely a proud daddy and we feel sure that the baby will be just as proud of him when she grows up. Congratulations, George!

We wish to welcome into our midst Miss Estelle Bankard, who is acting as General Stenographer in the office. Miss Bankard first made her appearance on April 5, and has not yet become thoroughly acquainted with the entire force. She has been accused of having "Vampy Eyes," so you married men and bachelors had better take a little advice and "steer clear."

It has been rumored that Mr. Homrighausen is giving instructions in regard to growing mustaches. Mr. Homrighausen himself has a very poor specimen of one, but maybe he didn't follow the instructions carefully enough. Anyway he is not really guaranteeing results. Better start a new one, Mr. Homrighausen.

Miss Hazel Shipley has again resumed her duties as Clerk under supervision of B. A. Lippert, after having been confined to her home for two weeks with a bad case of measles. We are glad to see you back again, Miss Shipley.

The old saying, "*early to bed and early to rise*, makes a man healthy, wealthy and wise," applies in other ways as well. Our Chief Clerk is retiring early and rising early with the hopes of downing the H. C. L. From what we can learn he is very much interested in his garden. Best of luck to him!

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

"Base-ballitis" has gripped the fair sex. Their interest was manifested when they presented a large and beautiful pennant, suitably inscribed, through L. M. Grice, Assistant Auditor, to our manager, J. M. Finn. Much is expected of the team, especially when the fanettes throng the lines.

Misses Luttman and McCubbin are wielding the racquet in great style and threaten to make Snyder and Machin go at top speed for tennis honors of this office.

The A. P. R. Welfare Association dance of April 30 was quite a success. Our office committee lived up to expectations in furnishing merriment galore.

Much has been heard of Frank Lucian Snyder, alias "Snitz," alias "Pollyanna," concerning his ability as a racquet wielder. He recently stated that he holds no fears from "Williams," alias "Bob Machin." Naturally all are anxious to see the pair matched. "Snitz" believes in advertising, hence the cartoon.



"Snitz" Tuning Up

Led by the honorable Albert Hiltz, a mourners' brigade has been formed, composed of Messrs. Cook, King, Lewis, Mewshaw, Plunkett, Patterson, and Schwatka. They are ready for bookings anywhere and anytime. Rates reasonable.

New York Terminals

Correspondent, SARAH ROLMES

Because of pressure of work, John Duffy, our former correspondent, has been relieved of this assignment. He was one of the best correspondents we've ever had. We are sorry to lose him as our correspondent, and trust that should his duties at some future time permit, he will again serve us in this capacity.

It is rumored that Patrick Sullivan, clerk, is engaged to a pretty blonde, also employed at Pier 22 and who resides at Coney Island. At last the mystery is solved as to why "Patty" takes the Coney Island boat on Saturday nights. This gentleman came out number one in both the physical and mental tests for the Police Department.

"Speed King" Patty, Mail Department, so named because of his lightning speed in doing his routes, seems to jump at the chance to look up something in the record room for Kathlyn, our new File Clerk. This despite the fact that everything in there is piled high with dust. Oh, well, "there's a reason."

We have with us in the Cashier's Department, E. J. Levy, ex-member of the New York Consolidated Stock Exchange. Mr. Levey must be competing with "Bob" Hilliard in his dressing, for he is never seen without his "spats" and the rest of such paraphernalia.

F. W. Garlichs is contemplating a delayed honeymoon to Denver, Colo., for he has asked for a 60 day furlough. His request for transportation also included a Pullman. Some class to the fellow!

F. O. McArdle, payroll clerk, has left the service to become connected with the International Mercantile Marine. As May Tobin, who also resigned a few months ago, is stenographer there—just put two and two together.

Everyone will be glad to hear that Betty Loughlin and "Tom" Duffy, both former employes of Pier 22, have taken the vow "For better, for worse."

Miss Harriett Shirley, who wears a Tiffany sparkler on the proper digit, was caught counting her fingers in this manner: "May-June-July-August-September, 1-2-3-4-5." Why not ask your Ouija Board, Hattie?

Mrs. Miller, stenographer, has returned after a two-weeks' illness, caused by a nervous breakdown. Glad to see her on the job again.

"Nat" Fowler, who recently recovered from a long spell of illness, has resumed, with his duties, his old chirpy ways. "Nat" is a regular Romeo among the ladies, yet unlike the Shakespearian hero, he does not concentrate on any central object.

Michael J. Sullivan, stenographer, and a crackerjack at that, is now connected with W. P. Tanner-Gross & Co., as is R. M. Frey, our old-time Traveling Claim Agent.

Did you know that we have a real, live hero in our office? Yes, and he's "Jim" Bradley, in the Mail Department. A short time ago he stopped a runaway horse on that most crowded of thoroughfares, Broadway, and received $5.00 for his bravery, Then what does he do with the five bucks but blow them in on getting each boy in his department a pound box of candy.

The "Spotlight" on Our Men

F. W. G. has a baby face, but will you tell me why
C. F. S., our sweet Bill Clerk, should make him heave a sigh?
A. H. B. is a talker sure, but how sarcastic, too!
V. R. C., nice as can be, will fix things up for you.
J. F. W., slow but sure, will manage to get there,
J. J. D.'s ambition's high and as deep as his red hair.
C. J. S., no shining star, but dances like a breeze;
I. C.'s a fiddler grand, who also loves pink teas.
J. L. likes girlies, too; he's such a ladies' man;
M. K. M. doth follow on, and shouts whene'er he can.
B. V. J. would be O. K., with his temper in control;
J. A. C. our friend is he, a thoughtful, willing soul.
D. A. H. would make a handsome hero of the movie screen,
T. B.'s a reg'lar Vamp, the worst we've ever seen.
A. J. M.'s a pleasant chap, and happy, as you know;
W. T. E., so good is he, we'll give him our first row.
C. H. W., "Our Gentleman," as you will all agree;
J. W. O. will always wear a smile for you and me.
C. R. is meek and gentle, he's just a little dear,
F. R. D., gay as can be, and full o' joy and cheer.
W. J. L., is quite obliging, though he may be somewhat shy,
P. J. O'C., is modest, too, and O, we wonder why!
F. W. N., although the last, is not the least, by far;
If bosses went upon the stage, he'd be their leading star.

Staten Island Lines

Correspondent, G. F. GOOLIC

W. H. Hill, clerk in Division Accountant's office, has been promoted to Assistant Conducting Transportation Timekeeper, vice R. Tilson, resigned.

W. S. Yerks, paymaster, 295 Broadway, has resigned to work the trucking business for himself. The boys all wish him the best of luck.

J. V. Costello, clerk to Trainmaster, has been promoted to Assistant Chief Clerk to Superintendent, vice J. DeLaPena, resigned.

I. Houseman has been promoted to Clerk to Trainmaster, vice J. V. Costello, promoted. "Ike," why don't you get the 5.43 any more? Kept busy? Don't let the job get the best of you!

J. Goodsky has been employed as Stenographer to Trainmaster, vice I. Houseman, promoted.

Cars Are Only Earning When the Wheels Are Turning



Standard track over A. K. Bridge, which runs from Staten Island to New Jersey

Baltimore Terminal Division

Correspondent, F. H. CARTER, *Secretary to Assistant Superintendent*

"Tommy" Ferkler, who has been with us for quite a while as Secretary to the Superintendent, has accepted same position with the Division Freight Agent. F. H. Carter succeeds Mr. Ferkler. Both have our best wishes for success.

A delightful evening was spent Friday, May 14, by your correspondent at the residence of F. W. Melis, chief export clerk at Locust Point, who with his wife and friends were celebrating the twenty-fifth anniversary of their wedding. His good wife and charming daughter put forth every exertion to please and entertain the many friends who called, and to say they succeeded in their efforts would be putting it mildly.

This was the silver wedding anniversary of Mr. and Mrs. Melis and they received quite a number of handsome tokens of remembrance and friendship.

May they live to celebrate their golden wedding and may your correspondent be one of the invited guests, is his sincere wish.

As they travel down life's pathway,
Lovers always as of yore,
May the good Lord in his mercy
Guide them safe to that Bright Shore.

J. ROSS GOULD, *Accountant.*

Agent's Office, Camden

Correspondent, W. H. BULL

John F. Fosbrink, chief abstract clerk, was recently appointed Agent at Camp Meade. While we regret the loss of Mr. Frosbrink's services, we are quite happy in his appointment, won by his high standard of loyalty to the Company.

Entering the services of the Company on December 3, 1906, as a messenger at Mt. Clare, Mr. Fosbrink was steadily promoted until he became Abstract Clerk at Camden Station.

On May 29, 1918, he entered the Army at Camp Meade and went overseas with the 313th Infantry, participating in all the battles in which this famous regiment took part.

He re-entered the service of the Company immediately upon his discharge from the army on June 6, 1919. As Chief Clerk of



Chambers, Cole and Fosbrink—in order and—smiling

the Inbound Manifest Department he leaves with the best wishes of all at Camden Station for his continued success at Camp Meade. Upon his departure on April 16 he was presented with a handsome ring by the members of his department. Frank Chambers made the following presentation address:

"Fellow members of the Inbound Manifest Department and others: We are assembled here today to do honor to our mutual friend and co-worker, John G. Fosbrink. During the several years that we have been together we have formed a great admiration for Mr. Fosbrink. He has performed his duties in a manner creditable to himself, and in such a way as to set an example to the rest of us. His unselfish loyalty to the Company should furnish stimulus to those of us who may be lagging. It is natural that suh devotion should notc go unrewarded. Therefore, it is with a degree of pleasure that we are informed of his appointment to the position of Agent at Camp Meade. We feel that this promotion is but a step in the ladder of success. We are naturally saddened at his going, but extend our best wishes for his continued advancement and good health."

The accompanying photograph is of Mr. Fosbrink (right) and two of his former fellow-workers, Frank Chambers (left) and James Co'e (center).

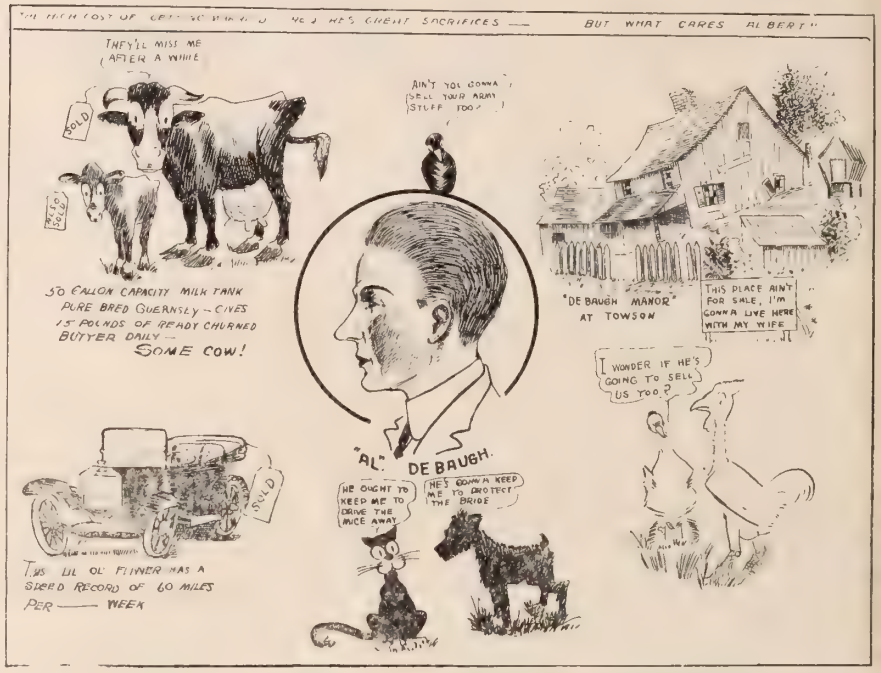
Overheard in Rate Department

L. E. L.: Oh me! oh my!
F. W. H.: Waiting for Saturday at race track.
S. G. H.: Good garsh! too much work!
E. H. F.: My, my, more correspondence!
J. R. L.: Gee willikens! nothin' doin'!
N. A. H.: Oh, I'm so tired!
E. E. C.: Gotta dig up the garden tonight.
N. S.: Never talks.
H. B.: Longing for noon.

Mount Clare Shops

Correspondent, MISS MOLLIE ALBRECHT
Secretary to Superintendent

Your correspondent recently heard some very complimentary remarks about the service rendered by the Baltimore and Ohio to its patrons on passenger trains and praise of our conductors and trainmen for their courteous treatment of patrons. This was from a territory not directly served by the Baltimore and Ohio and your correspondent was pleased in hearing it, as on former visits if one contemplated making a trip East, it was via so-and-so line. Now they leave this line to ride over "Our Line." The pleased attitude assumed by passengers was also noticeable on the trip home (Baltimore) on one of our through night trains. So, let your slogan be, "It pays to be courteous."



Mt. Clare cartoons the marriage of Albert De Baugh and Miss Bessie May Tapscott during early May



Melvin S., age 3, Thomas J., age 4, sons of M. L. White, Accounting Department, Camden Station

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

Assistant Correspondents

H. A. DIETZ
Shop Clerk, East Side Shops, Philadelphia
C. W. HAMILTON...Clerk, Freight Office, Wilmington (Joint Philadelphia & Reading and Baltimore & Ohio)
V. J. HUEGLE.....Cash Clerk, Pier 22, Philadelphia
E. A. DUFFY....Clerk to Freight Trainmaster, Camden Station, Baltimore
N. E. REESE..Passenger Conductor, West End, Camden Station
H. H. RAYMOND
Conductor, East Side Yard, Philadelphia
MISS ETHEL E. STICKLEY
Clerk, Transfer Shed, Brunswick
R. E. SIGAFOOSE
Shop Clerk, Brunswick Shops, Brunswick
W. S. WILDE...Chief Clerk to Terminal Trainmaster, Philadelphia
E. H. ZIEGLER..Special Representative, Freight Office, Hagerstown
S. R. BOSLEY.....Clerk to Road Foreman of Engines, Riverside

The joint agency at Camp Meade has been dissolved and F. J. Fosbrink has been appointed Agent for the Baltimore and Ohio; the joint agency at Benning has been dissolved, and D. L. Selke appointed Agent.

C. M. Phipps, motive power labor distributor, Division Accountant's office, had the honor of being the first to enter upon the scene with a straw hat of the 1920 model. We were told "Charlie" contemplated following this up with a "mohair."

Agent E. B. Rittenhouse has received several complimentary communications on conditions at his station. "The more the merrier."

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

Since the last notes were sent in from Washington, D. C., the Supervising Division at this Freight Station has undergone some important changes. C. R. Grimm, who has been with us for two years as Assistant Agent, was transferred on April 6 to Cumberland, Md., at which station he was recently appointed Freight Agent. It is a somewhat curious coincidence that on April 6, 1918, Mr. Grimm undertook the duties of Assistant Agent here and served in that capacity for exactly two years. Our best wishes follow him in his new responsibilities.

Mr. Grimm is succeeded here by M. T. Hill, formerly with the Station Service Bureau. We extend to Mr. Hill cordial welcome, and the assurance of our loyal support.

Among other changes that have taken place in our force is the transfer of our Extension Clerk, R. W. Price (whose marriage, by the way, was reported in the May issue of the MAGAZINE), to Cumberland, Md. Here he will assume the duties of Chief Clerk to the newly appointed Agent, C. R. Grimm.

Whether we can attribute it to Leap Year, or to the much discussed (and also "cussed") H. C. L., one thing is very certain, the little love-god, Cupid, is getting in some fine work among our force. Only last month we had an unexpected marriage to report, and here we are at it again. Our Government Settlement Clerk, Miss Bertha Henry, decided that she would change her name, so on April 17, she became the happy wife of Ralph Perry, Jr., of this city. The newlyweds spent a delightful honeymoon at York, Pa., and Rockville, Md., with relatives of the bridegroom, and returned to this city where they will reside at No. 2304 Fourteenth Street, N. W. Our heartiest congratulations are extended to the happy pair, and we wish them a long, long, happy life together.

Tallyman Edgar Miller, one of our returned soldier boys, is at present on the sick list. He contracted an illness while at the front, and has not been able to combat it successfully since his return. However, with a good rest, and a little time in which to forget about his work, we hope to see him back in his accustomed place on the platform before long, with renewed strength and health.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
R. G. Allamong, *Secretary, Y. M. C. A.*
P. M. Pennington, *Crossing Watchman*
Ruth M. Cheuvront, *Office, Mechanical Engineer*

L. W. Hewitt, formerly General Foreman, Stores Department, Cumberland, has been promoted to Assistant Storekeeper. He has been succeeded by P. J. Hopkins. We wish success to both.

Effective May 1, a supply train is operating on the Cumberland Division instead of the one supply car which was formerly operated. This train carries a complete line of all supplies used at all outlying points and collects all surplus material and scrap which is stored along the division. A new supply car has been furnished, to operate on this train, and it is complete in every detail. It is equipped with all modern conveniences, including electric lights. The train will be in charge of E. F. Rizer, who has been operating the supply car on this division for a number of years, and is well known to all men along the division.

F. D. Pendergast has accepted a position as Outbound and Receiving Clerk in the Storekeeper's office, succeeding C. H. Sizer, transferred.

A. I. Smith, formerly Section Stockman has been promoted to Stock and Material Clerk, Storekeeper's office. This is a well-earned promotion.

On May 2, extra 4868 east, Conductor G. L. Payne and Engineer George Shipper, with 79 loads, 6,964 tons, left Cumberland at 12.30 a. m. Following is its record: Sixteen minutes at Sir Johns for coal and water, 36 minutes at Millers delivering 25 loads, 1,969 tons, to Western Maryland Railroad, and taking water; pulled Low Grade alone and was given helper up Nine Mile Grade, train at that time consisting of 54 loads, 4,995 tons. Passed Weverton at 6.39 a. m.; time consumed from Cumberland to Weverton, 6 hours and 6 minutes.

The jurisdiction of J. L. Hayes, division freight agent, headquarters at Cumberland, has been extended to include the entire Cumberland Division and the Morgantown & Kingwood Railroad.

Station Lineman A. E. Whitlock of Cumberland, Md., has made what appears to be a record in the operation of his motor car. He received the car on December 20, 1918, and up to April 25, 1920, ran the car 7,500 miles at a cost of less than one cent per mile.

A record of its operation in detail is as follows:

TRIPS	MILES	EXPENSE	COST PER MILE
173	5,700	$70.99	.0095

Get Magazines Here

Baggage Room, Queen City Station; Y. M. C. A., South Cumberland; New Shop, side entrance next to sub-station; Caller's office, South Cumberland; Martinsburg Shop; C. E. Auld, for Veterans at Martinsburg; J. L. Gildbaugh, for Veterans at Newburg.

Track foremen will be supplied from Keyser, West End of Division, and from Cumberland, East End of Division. Distribution will be made from Cumberland for agents and operators on the division.

Y. M. C. A. Activities

Safety

This slogan has made deep impressions upon the minds of railroaders ever since it was first sounded. Many lives have been



V. L. Connell, Chief Clerk to General Yardmaster, Cumberland (First Trick)
C. F. Vanosdale (standing), Chief Clerk to General Yardmaster (Second Trick)

saved because of the recognition of this principle. It needs to be continually repeated. It is so easy to be careless. One becomes accustomed to danger when he faces it every day. This slogan not only applies to the body—it also applies to heart and mind. In facing opportunities for pleasure and profit, the first consideration should be Safety. No one will question the fact that in the pursuit of pleasure many a soul has lost its bearings and gone to wreck and ruin. Pleasure is to be sought, but remember—"Safety." Every man should seek to better his condition and increase his property, but should beware of the quick-rich schemes or the opportunity to appropriate that which does not rightfully belong to him. "Honesty is the best policy." Play safe in business and for the industrious and thrifty man there will be comfort.

Making a Home

"Be it ever so humble, there's no place like home," sings the poet. Our noble army of men, flying over the shining rails from day to day, turn in loving thought to the little woman who makes the home so bright and pleasant. The faces of the little children flash before the father as he makes his run. The making of a home is the greatest occupation on earth. The woman has much to do with its success or failure, but no less responsibility rests on the man. The great thought that every railroad man



Station Lineman A. E. Whitlock, efficient in Motor Car Operation

should have is that of owning a comfortable house and in making it a real home. This is possible for every man.

Jennie Smith

For nearly 60 years Sister Jennie Smith has been traveling the rails in the interest of her railroad boys. She loves God, and she wants all her boys to love Him. As an Evangelist she has spoken to thousands of men, and they all listen to her with great interest, for they know she loves them. This good woman addressed a large audience in the Baltimore and Ohio Y. M. C. A. Auditorium on April 25.

Martinsburg Shops

Correspondent, W. L. Stevens, *Assistant Foreman*, Martinsburg, W. Va.

Mrs. Clara Josephine Aldridge, aged 61, wife of Foreman James H. Aldridge, died at her late home in this city, on May 12. Though for a long time Mrs. Aldridge had been in ill health, she was seriously ill for only a few days. When realizing that the span of life was about to end, this patient sufferer looked into the dawn of the Great Day without fear, and amid the ministrations of family and friends, spent the final hours of suffering with calm fortitude.

Mrs. Aldridge was always interested in the affairs of the Railroad. Her husband had served faithfully for so many years, and when her son, James H. Aldridge, Jr., grew into manhood and entered its employ, the mother, no doubt, felt that she had given her best to the service of the Baltimore and Ohio.

The funeral services were held at the house on West Burke Street on the following Friday, and the remains laid to rest in Green Hill Cemetery.

The Ladies' Auxiliary of the Veterans' Association, of which Mrs. Aldridge was a member, sent a handsome floral tribute.



A Young Railroader
Virginia M. Twigg, age 14 months, Daughter of Vincent D. Twigg, Second Trick Operator, Green Spring, W. Va.



"Spooks" Lytle
Manager of Keyser Collegian Basketball Team

The fellow employes of Mr. Aldridge feel a deeper sympathy for him, in this darkest of hours, than words can express. The "boys" sent a floral design to soften the blow by some tangible evidence of their brotherly sympathy and respect.

Brakeman John H. Miller and Miss Hattie R. Shipper were recently married at the First United Brethren Church of this city. Mr. and Mrs. Miller are residing on Liberty Street.

Our MAGAZINE grows more interesting each month. Each issue contains good articles from the various departments as well as from other contributors. Complaints are coming to the Editor of failures to receive copies of the MAGAZINE. Copies can be secured here at the office of the Superintendent of Shops or in the Yardmaster's office. Pensioners and other Veterans who have difficulty in obtaining MAGAZINES can be supplied by calling upon C. E. Auld, secretary of the local Veterans' Association. The MAGAZINE is free to you, but to take a MAGAZINE and not to read it is to abuse your privilege. If you do not want your copy, leave it for some other fellow who does. They are too expensive to waste.

Our Veterans will regret to learn of the death of one of their members, Edward A. Bowers, conductor. He was stricken with paralysis while sitting in his automobile at the funeral of a neighbor. He never recovered consciousness, and died a few days later. "Ed" Bowers has been an employe of the Railroad since his boyhood. He was a member of the O. R. C., of the Fraternal Order of Eagles, and of our Veterans' Association. He is survived by a mother, one daughter, and several brothers and sisters. Mr. Bowers was 61 years old.



Mrs. C. L. Kittle, wife of Tie Treating Inspector, and her charming little daughter, Caroline

A Mule and a Car Chain

From the Berkeley Springs Branch comes the story of how Conductor G. C. Cline lost his best and only car chain.

One day, when Conductor Cline's train was coming up the Branch, an old mule came loping out of the bushes, taking the right-of-way, and challenged the train to a race. All went well for Long Ears, who was running ahead, until he came to one of the many trestles which span the little creek. Alas! all four of his feet went through the trestle.

Then came Conductor Cline's problem, how to get the mule out of the bridge. Finally he thought of his car chain. He got it out and proceeded to chain up the mule after the manner of chaining a broken car. Giving the engineer the signal, the pull began, and out came Mr. Mule dragged by the neck. Thinking that the mule had died of a broken neck, Mr. Cline waved for slack in order that he might retrieve his chain. But Long Ears had ordered things differently, for when he felt the chain slack from the car, he rolled over, jumped to his feet, and made off into the hills with Captain Cline's chain still hanging to his neck. Neither the mule nor the chain has been seen since. Captain Cline says he wouldn't have minded killing one dern mule, but that he surely did hate to lose that chain.



Members of Keyser Collegian Basketball Team. See Note.

Timber Preserving Plant

Correspondent E. E. ALEXANDER

We are busy smashing records. In March all previous records were broken and new records established both for output and delays. During April all previous Plant records were smashed with a big "S" when 114,115 cross ties were treated, in addition to more than 1,000 switch ties and other miscellaneous material.

The previous high water mark was established in August, 1914, when 113,131 cross ties were treated. Plant delays were reduced during the same month ten minutes less than the record for March.

The "Stork Express" has brought the following arrivals: to Truck Foreman and Mrs. R. H. Corbin, a daughter; to Fireman and Mrs. P. J. Brill, a son, Charles Marshall; to Retortman and Mrs. W. M. Mayhew, a daughter, Vera Vivian.

Guy William Crites, retortman, and Miss Pearl Rosaline Alderton, of Oldtown, Md., were united in marriage on Wednesday, April 14, by Rev. H. Eugene Richardson. Jesse Athey, of Oltdown, and Mrs. George Taylor, of Green Spring, were attendants. Mr. and Mrs. Crites have our heartiest good wishes.

John W. Twigg, treating engineer, has one this year, too. If you don't believe it come up and he will demonstrate how to negotiate the high spots. It's a nice, new one, electric starter, and everything! A regular 1920 Ford Tourer.

J. R. Myerly, treating engineer, has been granted leave of absence, to attend school. J. C. Alexander, was appointed Treating Engineer, April 16, to fill the vacancy.

Keyser

Correspondent H. B. KIGHT

Dr. I. C. Iber of Cincinnati, has been appointed Assistant Medical Examiner here, vice Dr. Gustav Ludwigs, resigned.

William Hoffman, one of our section men at M. & K. Junction, was caught in a ditcher while in the performance of his duties a few weeks ago, and had his jaw broken in three places. He was rushed to the Hoffman Hospital at Keyser, where he received medical attention, and we are glad to report that he is better.

Olin F. Wilt, west end brakeman, died at his home on D Street, Keyser, April 1, after a short illness. He leaves a wife, to whom we extend our deepest sympathy.

"Cal" Filler, formerly Chief Clerk to Storekeeper here, has been transferred to Baltimore to do special work. W. L. McFarlane has been appointed Chief Clerk, vice Mr. Filler. Good luck, fellows.

W. H. Virts has recovered from a recent operation and is back on the job as Terminal Trainmaster, with offices in the depot. Mr. Virts was General Yardmaster here before his promotion. H. D. Burkhart succeeds Mr. Virts as Yardmaster.

When you look around and see the "young" fellows who are working every day do you ever stop to wonder just how long they have been in the service? It is interesting to know that on April 20, Conductor John W. Christman finished 50 years' service with the Company and is still on the job, running his turn every day. Mr. Christman is one of our most highly respected citizens and we wish for him many more years of life among us.

Colonel. W. J. LaVelle, our oldest Train Dispatcher, now examiner on the Book of Rules, sustained a bad fall at his home at Tunnelton a few weeks ago. We are glad to report that he is improving and we hope to have the genial Colonel back with us soon again.

We desire to thank the Pickwick and the Liberty Theatres for their cooperation in helping us to reduce the number of auto-

mobile accidents at grade crossings, by running the slide which was furnished by the Welfare Department.

The much heralded Keyser Collegian Basketball team is made up of Baltimore and Ohio men with but one exception. Under the leadership of Mr. "Spooks" Lytle, a local business man, as manager, they have won 33 games out of 35 played, and the two lost were on foreign floors. They are a clean bunch of sportsmen and are the pride of Keyser and of the Baltimore and Ohio. Following is the line-up: Shaffer, one of our painters, guard; Slocum, warehouse foreman, forward; Montgomery, car repairer, guard; Gibson, locomotive fireman, captain, forward; Chesire, car repairer, substitute; Dorsey, machinist helper, substitute, and "Big" Hoyt, formerly an employe, center.

(Lack of space prevents our running the extended and appreciative individual comment and the record of games and scores, sent in by Mr. Kight.—ED.)

On May 10, a fire of unknown origin totally destroyed the right wing of our Rest House. This same building was badly damaged some time ago, and was just repaired and fitted up for occupancy again in March.

One of the most essential things at our passenger station is an invalid's wheel chair, placed there some time ago for the use of our passengers. It seems as though it is not generally known that we have this chair, and, therefore, we wish to say through the MAGAZINE, that this chair is always at the service of those who need it.

We regret that our old friend Adam Douglass, of the Stores Department, continues ill at his home.

Ebert Ross, section man at Rowlesburg, sustained a broken leg when the hand car on which he was riding jumped the track. We are glad to say that he is coming around all right under the attention of Dr. Hoffman at the Hoffman Hostital.

A picture of the Hoffman Hospital, owned by one of our Railroad physicians, Dr. Hoffman, has been already shown in our MAGAZINE. We are proud of our Doctor and of his institution. Living in the railroad terminal of Keyser, and for many years Keyser's leading physician, Dr. Hoffman deserves much credit for his splendid work, not only in building the hospital, but in the care that he has given so many of "our boys." Skilled nurses assist him in his work here, and many of their patients testify that the kindly dispositions of these trained women have brought them many a ray of sunshine. We take off our hats to Dr. Hoffman and his staff.

Miss Edythe McMakin has been transferred from the Master Mechanic's office here to the Superintendent's office at Cumberland.

G. W. Stell, agent at Keyser, has been appointed Relief Agent Mr. Stell's former position has not yet been filled.

Connellsville Division

Correspondents

S. M. DEHUFF, *Manager of Telegraph Office*, Connellsville, Pa.
EARL E. SHANK, *Office of Superintendent*, Connellsville, Pa.

On February 3, W. G. Carter, our well-known agent at Somerset, and Miss Elsie Taylor, a nurse on the staff of the City Hospital, Cleveland, Ohio, were quietly married. The marriage was kept secret until April 8, when it was formally announced. Mr. Carter and his bride are assured of the cordial wishes of all their Baltimore and Ohio friends for a future of happiness.

Our sympathies are extended to Yard Conductor L. E. Welling in the death of his little daughter.

Our sympathies are extended to Engineer M. H. Butler and family in the death of the former's father, John Butler, on April 29. Mr. Butler was over 80 years old.

Our "foxey li'l fren'" Stanford A. Marshall, whose engagement has been generally known for a few weeks past and whose marriage was consequently anxiously awaited, pulled a clever little trick and moved the date up a week, being quietly married on the evening of May 7 at the home of his bride, Miss Margarita Wishert, of Connellsville. Our best wishes to the happy couple!

R. Carson Paine, C. T. time clerk in the Division Accounting office, has obtained an indefinite furlough because of ill health and will join his father in Florida. Paine's going will leave a gap in "Jim" Creedon's organization that will cause that young man many perplexing moments until he succeeds in closing it



Trainmaster J. F. Miller, Master Carpenter H. L. Forney, General Supervisor T. F. Donahue, and Track Supervisor P. Miller, on bridge inspection trip, Northern District, Pittsburgh Division

Baltimore and Ohio baseball enthusiasts are already at work organizing teams on our division. Present indications are that at least four good teams will be in the field this season, Connellsville, Smithfield, Rockwood and Somerset.

Captain "Steve" Beucher has banded his team of Baltimore and Ohio shopmen and has already played a few games.

On April 17, P. A. Jones, assistant chief clerk to the Superintendent, resigned to accept the position of Chief Clerk to the Trainmaster on the Pennsylvania Railroad at Uniontown. Percy has served the Company in various clerical positions for the past 16 years, and his departure has been generally regretted, although we are glad to learn of his obtaining a better position.

On April 15, J. D. Trump, C. T. time clerk in the Division Accountant's office, Connellsville, resigned to accept a similar position with the Pennsylvania Railroad at Uniontown.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent

The accompanying photo shows Trainmaster J. F. Miller, Master Carpenter H. L. Forney, General Supervisor T. F. Donahue, and Track Supervisor P. Miller on bridge inspection on Northern District.



"Time!" Tovey and Lavelle at Glenwood

William Fellows, for a number of years Manager of the Telegraph office at Pittsburgh, has sent his last message. Mr. Fellows was taken sick some time ago and went West for his health, but his condition did not improve. He returned to Pittsburgh, where he died on Friday, May 14. Mr. Fellows was a faithful employe, and we extend our sympathy to his widow in her loss.

It is desired that each and every employe get a copy of the MAGAZINE and if this is not being accomplished, we would be glad to know, so that the matter can be corrected. Magazines will be sent to the various distributing points as usual for distribution to the employes.

Glenwood Shops

Correspondent, FRANK RUSH, *Shop Clerk*

The above picture is of "Jack Dempsey" Tovey, clerk to Assistant Shop Superintendent, left, and "Jess Willard" Lavelle, on the right. Both of these young men have had considerable training along this line and no doubt you will soon find them out in fast company. It is a very hard matter indeed for either of them to obtain a fight in Hazelwood in their own class. Tovey is also the star shortstop on the Glenwood baseball team.

Miss Frances Leeper has been appointed secretary to Superintendent of Shops at Glenwood. We wish her good luck in her new position; we know that she can handle the position to satisfaction. Miss Leeper was formerly Statistician Clerk in the office of the Superintendent of Shops.

The accompanying picture is of J. S. Sipe and his grandchildren. Mr. Sipe first entered our service on Pittsburgh



J. S. Sipe and Grandchildren

Division as fireman in August, 1884, and was later promoted to engineer, which position he held until 1886. He is now our faithful Night Watchman at Glenwood.

Our officers are showing a sympathetic attitude toward First Aid which will result in it becoming an institution if the committee will but hold up its end. There have been installed in the Foreman's office of each shop, new s yle stretcher cases, each of which is provided with sufficient space for a well regulated supply of First Aid material.

Miss Jean Dorsey, clerk in the office of the Superintendent of Shops, and E. J. Myers, locomotive inspector, are to be married this month. Before Miss Dorsey left the office she was presented with a handsome and useful present.

A. C. Plante, clerk in roundhouse at Glenwood, died recently. "Al," as he was known throughout the shops, was a veteran in the service. He had been sick for some time prior to his death, but refused to give up. Our sympathy is extended to his widow and daughter.

Born to W. Benoit, leading car inspector at Dennison, a baby boy. Congratulations!

It was with regret that we heard of the death of J. J. Dillon, layerout in the boiler shop at Glenwood. "Jack" was well known throughout Glenwood shops and was well liked. His family has our sympathy. On the day of the funeral, the boilermakers marched in a body from the corner of Glenwood and Second Avenues to the home of the deceased.

"The Big Noise"

Joseph Bolder, known as "The Big Noise" began his career on the Baltimore and Ohio Railroad as Telegraph Operator at Vista Tower on June 20, 1902. Six years later he was transferred to "WJ" Tower, where he still holds forth and issues orders. He knows his business and everybody who knows him knows that he knows his business. He points with pride to a record of six years during which he was neither absent nor late. Now, however, since the Railroad has decided that a man shall spend as much time at home as he does at his work, "Joe" spends his leisure hours at home with his children, teaching them that "Be on the job" is one of the greatest of virtues.

"Louise"—He Carries a Lazy Man's Load

Louis E. Barr, foreman in charge of signal maintenance at "WJ" is a counterpart of the famous Pollyanna. You can't make him mad. Girls, here's your chance. One of you get busy and give "Little Louise" your heart and hand. He is part owner of a confectionery store which he and "Sunny Jim" Lannon operate as a side line. "Louise" launched into Railroad work at "WJ" Tower on April 1, 1909. From here he was transferred to Bessemer in August, 1915, remaining until the latter part of 1917, when he returned to "WJ" tower. He does not give a job the "Good-bye" just because it has work connected with it; on the contrary, he often doubles over, working an extra ten hours for some fellow worker who happens to be ill. We Glenwood folks compare "Louise" to a good dinner of ham and cabbage—agreeable to everybody.

That "good goods are put up in small packages" is proven by Mr. Dashiell, agent at Glenwood. Although he has not been in the service of our Company for an extraordinary length of time, yet he is a friend of every Baltimore and Ohio man at Glenwood. Mr. Dashiell was appointed Agent here on January 15, 1904, by former Superintendent Bruce W. Duer. He served faithfully under Superintendents Duer, Peck, Gorsuch, Brady and Beltz, and is now again under Mr. Gorsuch. On March 9, 1918, Mr. Dashiell was promoted to Relief Agent at Glenwood, but our officers saw fit to change his title again, and so, on September 30, 1918, his position became that of Ticket Agent and Paymaster. Messrs. A. L. Muirhead, now relief agent of the Pittsburgh Division, and D. B. Painter, assistant to the Agent at Braddock, are two promising young men who received their training under Mr. Dashiell. Our Agent does not consider that his 8 hours are up until his desk is cleared. This is evidenced by the accuracy of his records and by his willingness to be of assistance at all times. He is always on the job, and can be found and marked "present" when needed.



Benwood Shop Employes
Left to right: L. H. Patrick, F. P. Reilly, R. Richards, G. W. Grow, W. J. Burge, J. T. Reilly

Monongah Division

Correspondent
E. S. Jenkins, *Secretary to Division Engineer*
Grafton, W. Va.

E. Pepper, of Akron, Ohio, has been appointed Chief Clerk to Division Engineer in place of F. Warder Tutt, resigned. The many friends of Mr. Pepper are glad to welcome him back after four years absence from the division.

Miss Blanche Bartlett, stenographer in Trainmaster's office, Fairmont, stole a march on her many friends by becoming Mrs. Grover Stewart on March 30.

"Dan" Cupid is whispering that Stephen M. Boyd, one of the Engineering Corps, is about to become a benedict. Congratulations, Stephen.

R. E. Zepp, supervisor, spent a couple of days with his family at Wilmington, Del., during the last of April.

D. J. Fury, first trick operator at "MD" Tower, who spent the winter with his family in California, returned home much improved in health, and resumed his duties April 1.

Charleston Division

Correspondent, M. W. Jones, *Secretary to Superintendent*, Weston, W. Va.

"Tonight's the night!" All our girls are away at the Leap Year Dance. The Chief Clerk is studying baseball rules; the "Boss" is down the line; the "Chief Train Delayer" is figuring out new schemes for delaying trains; the "Car Disturber" is trying to place one car in three places on a 33⅓ per cent. basis; the Assistant Chief Clerk is packing up, ready to move into his new palace in the McGary addition; "Charlie" Criswell is in the "Marble Palace" figuring out how he can get away from charging so many claims to the Charleston Division; the office is peaceful and quiet. On with the knitting!

The Charleston Division is very much alive. Business is beginning to pick up, and with the coming of normal conditions, which we all hope will be in a very short time, we expect to send out circulars to our agents, warning them not to allow cars to stand on side tracks for fear of flattening their wheels, and also to increase CAR MILES. We have had a pretty strenuous time during April. Old King Pluvius has reigned (and rained) supreme. He has kept us busy cleaning up slides and washouts, etc., but none of them of a very serious nature. "Major General" Richard Brooke, our Division Engineer, has asked for this gentleman's resignation, and has requested that we appoint in his stead King "Sol."

Our Car Clerk at Gassaway, C. K. Welsh, has accepted a position as Shop Clerk in the office of A. H. Hodges, assistant master mechanic at Keyser. We are sorry to lose him, but wish him success.

One of our young ladies owns an automobile. Recently we saw her driving a representative of the Maintenance of Way Department through Weston in this car. We respectfully suggest that we have plenty of good material in the Superintendent's office, without going outside. "Charity begins at home," my friend.

A meeting was held on April 16 at Weston for the purpose of forming the Charleston Division Baseball Club. The following officers were elected: P. D. Marsh, president; L. G. Berry, vice-president; J. P. Ryan, treasurer; C. W. Dixon, captain; F. H. Remalay, assistant captain; W. H. Schide, manager of the team for the division, and Miss V. B. Hickman, secretary. Another meeting was held April 29, when all matters in connection with the Charleston Division team were considered. A list of players and the positions they can play was made up. Committees have been appointed to report on grounds, uniforms, finance, etc. About $200 has already been collected towards expense of uniforms, etc. The question of raising money was brought up, and the

finance committee was instructed to ascertain the attitude of the authorities on Sunday ball games, and also to consider the question of holding a dance, the proceeds of which will be devoted to the ball club expenses.

W. H. Schide represented the Charleston Division at the meeting of System Baseball Team Managers at Pittsburgh, Pa., on May 7.

Road Foremen Marsh and Davidson have recently purchased new hats, several sizes larger than the ones they now wear. Did I hear you ask "Why?" The answer will be found in the statement of Fuel Performance in freight service for the month of March. The Charleston Division heads the list in savings effected. We did not do quite so well, however, in passenger and yard service. Now, Messrs. Road Foremen, it is up to you to uphold the honor of the division; keep your first place on freight service, and at the same time to bring your passenger and yard engines up to No. 1. We know you'll do this without delay.

On Sunday evening, April 18, fire broke out in the Richwood station about 10.45 p. m. Fortunately it was observed and an alarm turned in promptly, and after about an hour's work was completely out. The fire apparently started from defective electric light wiring in the record room. A few old records were destroyed by the fire and damage to the extent of about $2,000 done to the building. Repairs are being made by Master Carpenter A. W. Walters and his gang.

The Gassaway boys promise us some real baseball this season. The shop boys may be seen any evening after 4.00 o'clock levelling off ground, putting in stakes, building the grandstand, etc. Frank Henretty and Samuel Lemons are looking after the shop interests. Assistant Superintendent Kinton, Supervisor J. E. Conley and Agent Davis are doing their share also.

We regret that two of our popular mechanics, James Martin and James Chalmers, have left us.

The recently formed cooperative store at Gassaway has been incorporated for $20,000 and stock has been sold to the amount of $7,000, practically all of which is held by our employes.

Work is going forward rapidly on several new dwellings in Gassaway, among them being one for Machinist Jankey. When completed these dwellings will certainly assist in alleviating the scarcity of houses which is being felt very keenly by many of our employes who wish to have their families with them.

Our joint office at Elkins, with the Western Maryland, is under the efficient care of C. H. Alderton, as Joint Freight Agent, and to him is due the credit for the following information:

"You know what Sherman said about war. He was right, but J. F. L. of our joint office says that suspense is worse than that. His *very best* friend went home for the Easter holidays. On arrival she found a nice bunch of Virginia red roses awaiting her. She immediately wrote "Jack" a nice little note, thanking him for the American Beauties. If you know the difference in price, you will appreciate the point. Poor "Jack," he realizes now that some one did not know the difference between the two kinds. But he knew; he paid the bill."

Miss Bess Lyon, our midget stenographer, returned recently from a month's leave of absence which she spent in Florida. She says she had a fine time, but is mourning the death of her pet alligator. Our sympathy.

Gassaway friends advise us that H. Brinkman, former General Foreman, has accepted a position as General Foreman with the Chesapeake and Ohio Railroad at Russell, Ky.

A. D. Wainer, yard and demurrage clerk for the past two years in our Elkins office, has resigned to accept a position with Armour & Co. He is succeeded by M. B. McPhillips.

General Superintendent J. M. Scott and Chief Engineer Maintenance of Way and Structures E. Stimson recently made a trip over the line from Charleston to Elkins, [illegible] by Superintendent Trapnell and Division Engineer Brooke. We had hoped to see our General Manager with them, but business called him back to Baltimore before he reached our territory.

H. Brinkman, general foreman at Gassa[illegible] H[illegible] by H. V. Helmic, who hails from Parkersburg.

Wheeling Division

Correspondent, A. N. GANTZER

Benwood Shop

Correspondent, ANGELA APPLEGATE



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"Arrangements have been made with the International Correspondence Schools to conduct their system of instruction among the employes of the Canadian Government Railways, as they have been doing for years among the employes of other railroads throughout the Dominion with great success. Years of observation have convinced the management that the work of the Schools is beneficial to railway employes and the service generally."
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Whether you are in the engineering, operating, maintenance or clerical departments, your advancement will depend largely on the thoroughness of your training. And whether you are going to be a trained man or not—whether you are going to advance or stand still—is largely a matter for *you* to decide.

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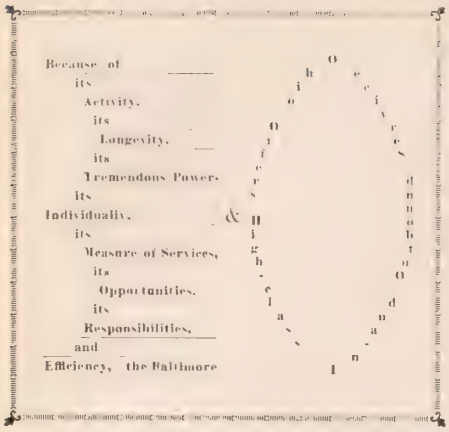
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☐ Traveling Engineer	☐ R. R. Agents Accounting
☐ Traveling Fireman	☐ R. R. Gen'l Office Acctng
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ Cert. Public Accountant
☐ Round House Foreman	☐ BUSINESS MANAGEMENT
☐ Trainmen and Carmen	☐ Private Secretary
☐ Railway Conductor	☐ Stenographer and Typist
☐ MECHANICAL ENGINEER	☐ SALESMANSHIP
☐ Mechanical Draftsman	☐ ADVERTISING
☐ Toolmaker	☐ Railway Mail Clerk
☐ Machine Shop Practice	☐ CIVIL SERVICE
☐ Gas Engine Operating	☐ ELECTRICAL ENGINEER
☐ CIVIL ENGINEER	☐ Electrician
☐ Surveying and Mapping	☐ Electric Wiring
☐ R. R. Constructing	☐ Elec. Lighting & Railways
☐ Bridge Engineer	☐ Telegraph Engineer
☐ ARCHITECT	☐ Telephone Work
☐ Architectural Draftsman	☐ MINE FOREMAN OR ENG'R
☐ Ship Draftsman	☐ Stationary Engineer
☐ Contractor and Builder	☐ AUTOMOBILE OPERATING
☐ Structural Engineer	☐ Auto Repairing
☐ Concrete Builder	☐ Good English ☐ Spanish
☐ CHEMIST	☐ AGRICULTURE ☐ French
☐ Mathematics	☐ Poultry Raising ☐ Italian

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Present Occupation _____
Street and No. _____
City _____ State _____



wood Shop Team under his leadership is going to have a successful season. Mr. Gandy was Captain of this same team in 1917, prior to the War, and many of the lovers of this sport will recall the strong aggregation that this team represented.

Miss Mary Malooly has accepted a position in the Valuation Department. She was formerly employed in the D. S. M. P. office.

M. J. Hartwig, one of the oldest laborers on this division, is spending a few months with friends at Indian Head, Md. Maurice will be greatly missed by his many friends in this locality.

Miss Nell Fletcher, who recently accepted a position at this station as M. C. B. writer, has been transferred to Fairmont

Holloway

The accompanying picture is of H. E. Van Fossen, assistant yardmaster; H. D. Hunter, receiving yard clerk; H. M. McFadden, caller, and G. F. Frady, caller, Holloway Yard. The smile on their faces is just put on for the camera man, as at most times it is rather hard to get a smile out of any one of them.

Much interest is being taken in organizing a baseball team and it is hoped that ours will be entered in the Baltimore and Ohio League. The team will consist of some mighty good ball players and they will give some of our teams a run for their money.

The many friends of Engineer D. L. Jones will be sorry to learn of the death of his wife, at her home in Holloway, after a brief illness, on April 27.



Machine Shop Force at Benwood Shops

Left to right, standing: J. Fullerton, H. Biffee, A. Ionne, R. Schubert, J. R. Burkley, A Schaff, R. P. Nolan (foreman), W. Wiedle, W. Seelbach, G. Hasenaur, J. L Hughes, J. T. Kelley. Second row: E. Simon, M. Wilson, H. A. Alplanalp, W. Henry, W. J. Schaefer, J. W. Haferfield. Front row: I. B. Fette, A. O. Kettlewell

M. E. Cartwright has accepted the position of District Terminal Trainmaster, West Virginia District, with headquarters at Grafton, W. Va. Employes of the Wheeling Division are more than pleased to see our old friend moved up a notch as there is no one that is more deserving of a promotion than he. Although he is still in our district, we will miss him very much, and the Wheeling Division will lose one of the strongest advocates of Safety First.

Our old friend Charles Smoot, popular fuel inspector, is the proud daddy of a 10-pound boy, which arrived at his home on April 30. "Charley's" friends all gave him the glad hand when he reported it at the office on May 1 and he was right on the job by passing out a few of his favorite El Verso cigars. Attaboy, "Charley!"

Ralph H. Gandy has accepted the position of Captain and Manager of the Benwood Baseball Team and from all accounts Benin the Freight Agent's office. Fairmont is Miss Fletcher's home town and although we will miss her smile, we hope to see her quite frequently.

C. W. Shields, who was recently elected County Chairman of the Non-Partisan Campaign Party, is deeply interested in politics. We feel that if he tried he could beat W. J. Bryan and get nominated for President at the next election. Keep it up, old boy.

C. C. Morris, chief car index clerk, has been elected Mayor of McMechen. Congratulations!

The sudden death of Samuel C. Stillwagon, former Roundhouse Foreman at this station, cast a gloom over the entire shop. Mr. Stillwagon at the time of his death was Roundhouse Foreman at Clarksburg. His jovial disposition made him friends everywhere and we all send deepest sympathy to his widow and mother.

Western Lines

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

R. I. Surface, rate clerk at Winton Place Freight office, left the service to take a position with The M. B. Farrin Lumber Company. After 35 years in the Railroad Company service, it was like leaving his home, but the inducement was so great he could not resist. He is the eighth man selected by this firm from railroad companies, and almost all of these are Baltimore and Ohio men. This is an indication that our boys are "live wires."

We are told that "Charity covers a multitude of sins." Note this: Our beloved coworker and efficient Chief Clerk, "Joe" O'Donnell, plants the seed of charity in such an humble and unostentatious way



Four Smiles from Holloway

that we cannot refrain from mentioning one of his recent noble deeds. On the morning of April 20, "Joe" encountered at the busy neighborhhod of 6th and Walnut Streets, an elderly man, very shabbily clad, who was endeavoring to fish his breakfast out of a refuse barrel of a restaurant. "Joe," touched deeply by the pathetic scene, straightened the old gentleman up, put his cane on his arm and headed him into the restaurant with the necessary amount of money to buy a meal and to clothe himself in a fitting manner. But what we are curious to know is, what was "Joe" doing in this alley at this time of morning, and was this old man hemming in on "Joe's" beat in his careful perusal of the garbage barrel?

Since we have commented on the love affairs of two of the young ladies in the Superintendent's office, and in order that the remaining two will not be offended, we will tell what we know of them regarding their knowledge of the creed of "Diana." The demure young lady wearing the diamond ring, is, of course, completely gone; everything is set; all that remains now is for the preacher to say the word. But we think that the little brown-haired maid from the City of Norwood could apply her time more advantageously than entertaining fifteen young ladies on two gallons of ice cream. Why not get into the old "band wagon" like the rest of the bunch and fish around while the fishing is good? The latest news, however, from R. J. J. is to the effect that this "Dove Party" did not in any way interfere with a permanent Wednesday and Sunday engagement that a certain young Norwood man keeps.

This is "Eddie" Welsh, caught in the act ot posing for an advertisement for Fatimas, Eight Hour, or Red Cross Fly Catchers. "Eddie" was formerly a yard clerk, but at present is Passing Report Clerk in the Local Car Record office.



J. "Eddie" Welsh

A double farewell party was recently held in the Girls' Welfare Room, in honor of Frederick Oehlschlaeger and Frederick Kirchner, both of the Superintendent's office, who left the services of this company to enter into business for themselves. Both of these young men were well liked by everyone who came in contact with them, and it was indeed a farewell party. They had both been in the service of this company for several years and had made a host of friends throughout the Terminals. These men have gone into the transfer business and their trade name of the O. K. (Oehlschlaeger & Kirchner) Haulage Company, is very fitting. Here's success to them in their new career. Frank Nock succeeds Frederick Oehlschlaeger as Assistant Chief Clerk; McDill Spurgeon succeeds Frank Nock as Night Chief Clerk, and Kathryn E. Weber succeeds Spurgeon as Secretary to Superintendent.

"Eddie" Welsh, who sometime ago was one of the force of the Superintendent's office, could not overcome his "homesickness" and again joined the bunch.

Miss Sue Elmore has been transferred from the Local Freight office to Superintendent's office permanently, as Chief File Clerk.

One of the sad occurrences of the past month has been the passing of Old Jack, the well-known and faithful mule of the Baltimore and Ohio. Jack entered the service of this company in 1900. Since that time he has rendered most efficient service. He had charge of practically all the hauling in the Cincinnati Terminals, with headquarters at Storrs. About every employe around Storrs has come "in contact" with Jack. He has had quite a reputation in the Ter-



110-Piece Dinner Set

Bluebird Colonial Design

$1.00 Down

Amazing value. Record breaking offer. In each piece the highest type of color harmony and exquisite design has been attained. Set is in popular Colonial shape, decorated with Bluebird design, blending perfectly with the pink, lavender and green flowers. Lovely blue bordering on each piece. Each piece is fired in the glaze *and guaranteed not to check or craze.* That splendid Old English finish is applied in the clay before firing, giving each piece the finish of rich snowflake white. This wonderful set can be yours for only $1.00 down and then $2.70 monthly. Price in all $29.95. Complete satisfaction guaranteed.

Complete Service—110 Pieces

This splendid set consists of 12 dinner plates, 9 inches; 12 breakfast plates, 7 1-2 inches; 12 coupe soups, 7 1-2 inches; 12 fruit saucers, 6 1-2 inches; 12 cups; 12 saucers; 12 oatmeal dishes, 6 inches; 12 bread and butter plates, 6 inches; 1 platter, 11 1-2 inches; 1 platter, 12 3-4 inches; 1 covered vegetable dish, 12 pieces; 1 oval open vegetable dish, 9 1-2 inches, 1 round vegetable dish, 8 1-2 inches; 1 gravy boat; 1 gravy boat stand; 1 bowl, 1 pint; 1 sugar bowl and cover, (2 pieces); 1 cream pitcher; 1 pickle dish; 1 butter dish, 7 1-2 inches. This set is one that will add tone and beauty to any dining room. With ordinary care it will last a lifetime. Weight shipped, about 100 pounds.

Order by No. G5979A. Send $1 with order, $2.70 monthly. Price of 110 pieces $29.95. No C.O.D.—no discount for cash

Small amount down, easy payments on all articles in our big bargain catalog 30 days' trial—money back if not satisfied. No discount for cash; no C. O. D.

Send Coupon

along with $1.00 to us now. Have this 110-piece dinner set shipped on 30 days trial. We will also send our big Bargain Catalog listing thousands of amazing bargains. Only a small first payment and balance in monthly payments for anything you want. Send coupon below.

Straus & Schram
Dept. A743 W. 35th St., Chicago

Straus & Schram, Dept. A743, W. 35th St., Chicago

Enclosed find $1.00. Ship special advertised 110 piece Bluebird Dinner Set. I am to have 30 days' free trial. If I keep the set I will pay you $2.70 monthly. If not satisfied, I am to return the set within 30 days and you are to refund my money and any freight or express charges I paid.

☐ 110-Piece Bluebird Dinner Set No. G5979A, $29.95.

Name .....

Street, R. F. D. or Box No. .....

Shipping Point .....

Post Office ..... *State* .....

If you want only the catalog, put X in the proper box below:
☐ Furniture, Rugs, Stoves, Jewelry ☐ Men's, Women's, Children's Clothing

minals and since his death many stories have been told of him, and much added to his long line of achievements in the way of kicking. It is stated by many that "he could kick a fly off a person's head and not disarrange his hair." The rebuilding of Jack's stable at Storrs was a semi-weekly occurrence, as Jack seemed to delight in seeing just what kind of a record he could make in kicking the rear wall out. The list of Jack's drivers is too long to mention here, but he certainly led them a merry chase, although he has never been known to kick a man.

The death of Jack marks the last of the old regime. Horses and mules, not only on the Baltimore and Ohio, but throughout the country, are fast being replaced by the motor. But, no matter how good the motor, it can never incite the love and esteem which has always been showered on these faithful servants.

There are many people in the Terminals by whom Jack's absence will long be felt, among these being his veterinary surgeon, who did everything during the past few years to prolong Jack's numbered days. But the archangel had sounded his trumpet and it was too late for human aid.

The vacancy at Storrs created by Jack's death has been bulletined, but at this time we are not in a position to advise to whom it has been awarded.



C. H. Dreiver

Carl H. Dreiver was on a recent visit to his home in Colorado, where his father resides on a large farm just west of Elbert. The picture is Colorado Springs, with Pike's Peak in the back and Mr. Dreiver in the foreground.

"Love's Young Dream" will soon materialize. "Gus" has gone to far off Akron to seek his fortunes and eventually build that "home for two." Gloom, however, surrounds a certain young lady in the Superintendent's office from Tuesday until Saturday. The joys and pleasures of "Gus'" Sunday visits have as completely faded by Tuesday that gloom prevails till the next Sunday. We guess the fellow that said, "Absence makes the heart grow fonder," knew what he was speaking. Oh, when, oh, where, are all our girls going? So strange too when we stop and divide 1920 by four and find that it is that kind of a year!

New Castle Division

Correspondents

A. C. Harris, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
P. W. Adams, *Telegraph Operator*
O. C. Bedell, *Telegraph Operator*

The appointment of R. A. Mason to a position on the staff of E. T. Horn, supervisor of terminals, was announced recently. Mr. Mason will be located at Willard, Ohio, and will have jurisdiction over the Northwest District. While he has not been on the New Castle Division very long, he has had, nevertheless, ample opportunity to demonstrate his ability. He has set a high standard of yard operation at New Castle Junction that will make his successor step lively. We are sorry to lose Mr. Mason, but appreciate the fact that exceptional merit means continued promotion. Mr. Mason takes with him our best wishes.

Agent R. H. McKinley at Ravenna, Ohio, reports that business is booming at his station. There are certain peculiar conditions found at Ravenna station, but Mr. McKinley has apparently solved the probelm of proper handling and is making good with a vengeance.

Lloyd W. Strayer, assistant division engineer at New Castle, has announced his retirement from the service to take a position with the Johnson Limestone Co., at New Castle. Mr. Strayer for sometime was Division Engineer. He was also employed for a number of years on the Pittsburgh, Baltimore, Monongah, Chicago and New Castle Divisions in the Maintenance of Way Department. During this period of his employment his duties in connection with engineering matters brought him into contact with many of the employes on the various divisions. His pleasant disposition and friendly manner brought instant response and his friends grew as rapidly as his circle of acquaintances widened. A farewell supper was given by the New Castle Division employes in honor of Mr. Strayer at the local Elks' Club. At the close of the supper he was presented with a gift from his railroad friends, all of whom join in wishing him the success in the new venture that he so richly deserves.

Navigation season on the lake has opened and Fairport Harbor is getting in shape for the rush season. One grain boat has already docked, the cargo of which is to be unloaded into the grain elevator at that point. The dredge, under Captain Kulnane, is now at work getting the channel in shape for the big boats.

Chief Clerk W. W. McGaughey is busy inviting his friends to call at his home to view the new boy that recently arrived.

The plans for the organization of the New Castle Junction ball team are now completed and practice is being held as the weather permits. A schedule has been arranged and as soon as the team is in condition the regular schedule of games will be started. A dance was held by the ball team and an exceptionally large crowd was in attendance. This bade fair to take care of the finances for a time, at least so far as the purchase of equipment is concerned. Consideration is also being given to placing a team in the System League.

The May Day parade in New Castle demonstrated anew the wonderful solidarity of the American people and presented concrete evidence of the splendid spirit predominating among all classes and colors; Americans all, upholding American ideals and institutions. The Baltimore and Ohio Railroad was represented in this parade by one of the largest delegations of Railroad employes ever assembled for a parade of this nature. Superintendent D. F. Stevens had the honor to be the first Superintendent to head the Railroad delegation. The Kiltie Band, of Youngstown, Ohio, furnished music for the occasion and they certainly made a splendid appearance in the national costume of the Scot. The parade was one of the most important events scheduled for May Day in New Castle. The long line of marching men and women, indicating a new consecration to American citizenship, should have had a sobering influence upon anyone possessing "Radical" or "Red" tendencies.

Newark Division

Correspondents

W. E. Laird, *Chief Clerk*, Newark, Ohio
A. D. List, Newark (Ohio) Shops

J. H. Dickerson has been promoted from position of M. of W. Material Clerk, to M. P. Shop Order Clerk, Division Accountant's office, vice Howard C. Wilson, who has accepted a position with the Holophane Co.

L. J. ("Doc") Savey has a complete set of instructions on "How to Run an Auto." Any of the force interested in autos should see "Doc."

Ray L. Redman has been promoted to Assistant Motive Power Timekeeper, and Thomas M. Brooks to M. P. Timekeeper, Division Accountant's office.

Charles Dolan has been appointed Messenger in office of Division Accountant.

Philip Puckett has accepted the position of Motive Power Clerk.

Miss Lucille Callahan recently entertained the C. A. B. (Gab) Club at her home in Sixth Street, Newark. We have not been furnished the minutes of this meeting, but from the title of the club there must have been *some* discussion.

Ray L. Hines has recently been compelled to resign his position in the Accounting office, on account of ill health.

Frank E. Cole has been promoted to position of Maintenance of Way Clerk.

On account of the necessity for additional office room, the Division Engineer's office force and engineering corps have been transferred to the newly fitted up quarters in the Railway Club building, northwest of the station at Newark.

For some time past, and especially during the past three or four months of wet weather, this slide has been the source of frequent and unexpected trouble and the cause of some "sleepless" nights on the part of the O. & L. K. Maintenance forces. The slide is of considerable magnitude and at times appears to involve the entire hillside. In its freakish moments it has virtually "walked" toward the track, taking trees and whatever else happened to be in the course of its movement. The photograph shows the track opened for traffic after a hard "round" between the ditcher outfit and one of the recent slides.

Newark Shops have turned out some good mechanics, a half-dozen poets, etc., but it has just been called to our attention that we have at least one musician, B. H. Holtschulte. "Ben" has written both words and music of a song entitled "IRELAND." This song will be on the market very soon. From the advance copy which we have received, it is our opinion that it will make a big hit.

Frank Strear, popular and well-known Blacksmith in Newark Shop, will leave within the next few weeks to join the John W. Vogle minstrel show. "Pete" has made quite a hit with the people round about this part of the country and there's no reason why John's gate receipts shouldn't go up when Frank gets behind the foot-lights

You Can't Make Time Or Money Standing Still—Neither Can Cars

Jakes' Wild Ride

The silence was terrifying, broken only by the sharp crack of a motor cycle exhaust; its rider being no other than our amicable Roundhouse Gang Foreman, Frank Jakes. Frank is the owner of an automobile, built in the pre-historic ages, which he is thoroughly familar with, but the ride to which we refer was taken on a motor cycle which belonged to a friend.

With perfect grace (you would have thought that he was demonstrating a velocipede) he mounted, kicked the starter and pulled the machine down out of the rack with the ease of one who has made a business of training motor cycles to stand in the straight and narrow path, pulled his cap a little closer over his eyes—and this is where the story begins.

It was a tense moment. The onlookers had stopped breathing. Frank opened the throttle, dropped the clutch in low and made a bee line towards the twenty-four sets of tracks across the Newark Yards. The machine hit the first rail, the front wheel clearing the second rail about 18 inches, while the back wheel only went over it by about 10. The only thing that Jakes had on the machine was his hands on the grips. We have never seen the Flying Squadron, but we are willing to make a bet that Jakes can teach them something.

Riding in between two tracks, on the ties, is not the easiest thing in the world, but Frank did it for about a hundred yards, and we suppose that on account of not wanting to wear the seat out, rode part of this distance on the rear mud guard. It is the opinion of some of the spectators that he tried to stop it, but either from muscular trouble, or lack of familiarity with the workings of his iron steed, turned the grips the wrong way and immediately slid off the seat onto the mud guard. He tries to tell us that he was practicing a new stunt, but we can't get him to say that it was easier riding on the mud guard than on the seat; however, we do have his assurance that the next time he does a rough riding act he will get out in a ten acre field.

Zanesville Reclamation Plant

Correspondent, CHARLES B. L. HAHN

On May 10 at 8 o'clock p. m. Mrs. Walter Leach presented to her husband a 14-pound baby girl. Mr. Leach is a brakeman in the Zanesville Yards and also Local Safety Committeeman. All Zanesville employes join in extending hearty congratulations to Mamma and Daddy.

Albert Heffly, our well known Passenger Conductor, wants to be sheriff of this great and glorious county of Muskingum. We frankly believe that Mr. Heffly would make a good man for the position; if he once caught a prisoner he sure would hold to him, but if he should have to run in order to catch his man, he would be out of luck, because Mr. Heffly weighs 330 pounds. Nevertheless, his Baltimore and Ohio comrades have pledged themselves to his support.

The birth of a 7-pound baby boy, Charles William, has blessed the home of Section Stockman and Mrs. William H. Alexander. We extend heartiest congratulations.

Booster Meetings

The committees that have been appointed to take up the matter of a Baltimore and Ohio Employes' Club promise more fine entertainments, but they insist that if the Club is to be a success, every employe must cooperate with the committee and at the same time boost and not knock.

Cleveland Division

Correspondents

A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio

AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

We regret to announce the death of the son of Trainmaster Fitzgerald. Our sympathy is extended to the family.

The clerks in the Superintendent's office and Division Accountant's office at Cleveland, held a May Dance at Brecksville, Ohio, on May 15, "down on Gasser's Farm," as they call it. From all appearances, the [illegible] was very busy in the wee hours of the following morning.

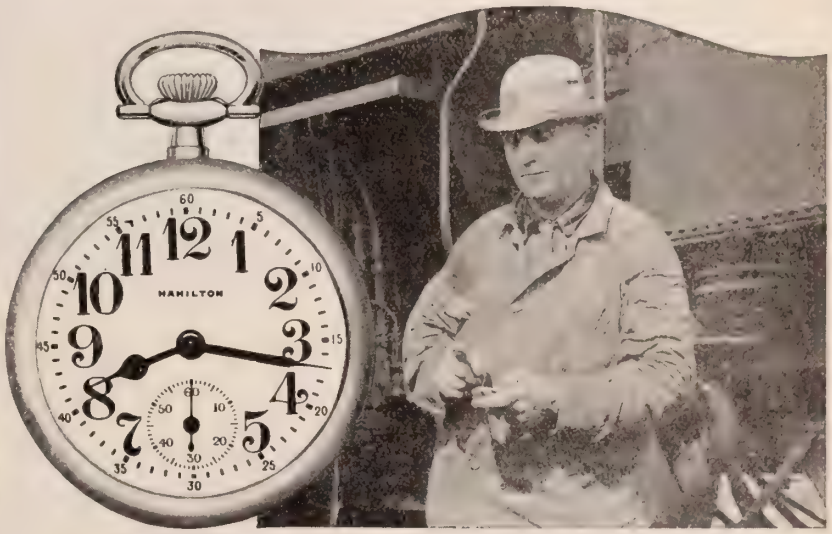
Chicago Terminal

Correspondent, T. H. WILLIAMS
Maintenance Clerk

Edward F. Doubek, abstract clerk in the Revenue Division of the Accounting Department died on May 2. Mr. Doubek left the office Thursday afternoon for a minor throat and nose operation when a hemorrhage set in and he passed away. The

Hamilton Watch

"The Watch of Railroad Accuracy"



Engineer F. J. Mink of the New York Central Lines is known as "The Chief" on the New York-Albany run, because he's handled a throttle for thirty-one years. For ten years he drove the Twentieth Century Limited on his division, with the *Hamilton he carries*, and *established an enviable record for running on schedule.*

Are you being handicapped with an inaccurate watch?

THERE'S probably no line of work where punctuality has more to do with a man's success than in railroading. If your particular job must be done to a time schedule, then your efficiency record is at the mercy of the watch you carry.

There are two very real reasons why the Hamilton has become the most popular watch among America's railroad men:

Its day-in-and-day-out dependability—its ability to stand up under railroad work and give long years of unvarying satisfaction.

Have your jeweler show you Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels). These famous railroad models make time inspection a mere matter of routine.

Write today for "The Timekeeper"

An interesting booklet that pictures and describes all the Hamilton models. Prices are given and they range from $22 ($25.50 in Canada) for movements alone, up to $200 for the Hamilton Masterpiece in extra-heavy 18k gold case.

HAMILTON WATCH COMPANY, *Lancaster, Pennsylvania*



General Foreman N. R. Butler, Inspectors and Clerks at Garrett, Ind.

entire office was very much shocked at the news of his death and extends its sympathy to his bereaved parents.

Victor Hansen, I. R. C. A. clerk, had a happy surprise this morning when his wife called him up on the telephone and said the baby had a tooth. The entire office congratulates him on the wonderful progress the baby is making. Just think, he is only five months old!

W. E. Buckmaster, former correspondent of the Chicago Terminal, has been going around with a smile that won't come off. Upon investigation we find that the stork visited his home a few days ago and increased his family with a 12-pound boy. Congratulations!

It was great satisfaction to our officials and employes to read in the various Chicago newspapers that during the worst blizzard of the winter, which reached Chicago on Easter Sunday, April 4, all passenger trains were handled in and out of the Grand Central Station with practically no loss of time, while at other stations trains were reported from one to six hours late. This shows that our men believe in loyalty and are efficient in case of emergencies.

H. E. Gregory failed to show up for work on April 10. Why? A baby girl. Smoke up, boys!

H. E. Hansen's many friends are glad to see him back after being confined to his home for a few weeks.

Otto Lozzo, manager of the news stand in the Grand Central Station, has just returned from a trip to Seattle, Wash., where he took his wife, who is recovering from a serious illness. We sincerely hope Mrs. Lozzo will be benefited by the change of climate.

The employes extend their heartfelt sympathy to H. White, Jr., who recently lost his father.

John Werkowski, assistant car foreman, has joined the benedicts, and according to a post card which we received from him, he must have spent a gay time among the white lights of Broadway. He wrote us that he and his wife were in New York on their honeymoon, and that they were staying at the Astor Hotel. We extend our best wishes for their conjugal bliss.—Ed.

D. W. Koons, formerly Agent at Hoytville, has been appointed Agent at Republic, Ohio. He is succeeded by H. A. Hesse, formerly Operator at Auburn Junction.

D. C. Krider, who has been located at Republic as Agent for several months, was taken very sick and at the present time is in the Hospital at Ann Arbor, Mich. We all hope for his speedy recovery.

With the advent of 52 beautiful broilers, comprising the Grand Trunk Car Record office in the room formerly occupied by the C. T. H. & S. E. Accounting Department on the second floor, the clerks in East Wing of Grand Central Station have developed strained necks. It has been suggested that arrangements for strapping them to their desks be made in order to prevent them from doing a jackknife dive to the second floor.

Edward Coan, formerly stenographer in Mr. Burg's office, has resigned and accepted a position with the Traffic Department.



"Jack" Murray, Conductor, Chicago Division

Now that the Spring air has given the boys the fever, it is presumed that the Fishermen's Quartet, composed of White, Hansen, McDonald and Lozo, will be searching for new lakes to drain of all the big fish. No brainy fish will jeopardize his life by looking at their bait and it is a wise one that says "Goo Bi Gas" when he sees them approaching.

Conditions are again normal in the Accounting Department and there seems to be a little more breathing space since the United States Railroad Administration representatives completed their check and audit of Federal Accounts. The Administration's representatives, in charge of Mr. A. R. Seder, spent over six months in revising the Federal Accounts. During the same time the Interstate Commerce Commission representatives checked the Corporation's Standard Return figures and the Accounting Department had their hands full, taking care of both sets of accountants.

Chicago Division

Correspondents

F. N. Shultz, *Division Operator*, Garrett, Ind.
Bertha Phelps, *Clerk*, South Chicago
Margaret Galloway, *Assistant Shop Clerk*, Garrett, Ind.
R. R. Jenkins, *Secretary, Y. M. C. A.*, Willard, Ohio
P. H. Carroll, *Signal Supervisor*, Garrett, Ind.

George Ward, veteran engineer, died at Sacred Heart Hospital on May 9. His death followed an illness of about 10 years from complication of diseases. He is survived by two sons, William of this city, and Russell of Pennsylvania.

Effective May 1, N. R. Butler, general foreman, at Garrett, was transferred to the same position at New Castle Junction. General Foreman H. Rees, of New Castle Junction, was transferred to Garrett as General Foreman.

The accompanying photograph is that of General Foreman N. R. Butler, supervising officer, inspectors and clerks at Garrett. This was taken just prior to Mr. Butler's departure for New Castle Junction.

Left to right, rear row standing: J. T. McSweeney, blacksmith foreman; Miss N. McCully, clerk, M. M. office; Miss M. Grischke, stenographer, M. M. office; N. R. Butler, general foreman, and Miss T. Schunk, stenographer M. M. office. Second row, standing: C. Hooper, boiler inspector; W. L. Clark, leading boilermaker; O. Bennett, boiler gang foreman; J. Hollis, assistant car foreman; L. W. Eberle, boiler foreman; A. B. Galloway, pipe and tin shop foreman; B. H. Groves, mill foreman; J. H. Lantz, shop clerk; B. O. LaRue, general foreman's clerk; F. C. Moses, day enginehouse foreman; G. M. Teal, superintendent shop schedule; H. H. Vanderbosch, night enginehouse foreman; J. F. Gordon, assistant day enginehouse foreman; A. E. Treesh, wreckmaster; L. E. Smith, leading machinist; O. M. Rankin, car shop foreman. Rear row, seated: D. H. Weaver, crew dispatcher; A. D. Johns, crew dispatcher; and M. B. Miller, enginehouse clerk. Front row, seated: Allen Smith, boiler foreman's clerk; F. W. Fouch, erecting shop foreman; J. A. Grant, painter foreman; L. S. Ziegenhein, tool foreman; A. K. Hickman, file clerk; G. A. Leisinger, leading electrician; J. H. Schunk, machinist shop foreman, and H. O. Rentz, leading carpenter.

The accompanying photograph is of "Jack" Murray, one of our pioneer passenger conductors. He runs on Trains Nos. 9 and 6 between Willard and Chicago.

A son was born to Pipefitter Helper and Mrs. Stanley Potter on Tuesday, May 11.

We are proud to state we have one, if not the youngest of telegraph operators on the System, in the person of Loran Loomis, age 12, son of operator and Mrs. E. H. Loomis. Loran is able to handle a trick along with an experienced operator. He learned operating while he was employed as messenger boy at the local Western Union office.

Allen Smith has accepted position as clerk to Boiler Foreman Eberle in General Foreman's office, this station, vice A. D. Johns, made crew dispatcher.

We wish to extend our heartfelt sympathy to Car Foreman Gibson and to his family in the death of Mr. Gibson's father in Chicago on May 7.

Blacksmith A. D. Ober, who suffered a stroke of paralysis during the early Fall, has recovered sufficiently to permit of his being out on the streets again.

Pipeshop Foreman and Mrs. Galloway announce the approaching marriage of their second daughter, Miss Wilma, to Chalmer J. Spahr, son of Mr. and Mrs. Elmer Spahr of Defiance, Ohio. Miss Wilma has been employed in the Division Accountant's office as tonnage clerk for the past three years and Mr. Spahr is a Fireman on this division. They have a large circle of friends who will wish them much happiness.

Miss Margaret A. Galloway has resumed her duties as Assistant Shop Clerk after an absence of two weeks, on account of an operation for removal of tonsils, adenoids and correction of gland trouble. It will be

remembered that she underwent an operation on August 6 last for removal of goitre and thyroid gland.

Enginehouse Clerk M. B. Miller, Garrett, Ind., has been noticed visiting numerous jewelry shops lately. We understand that he is negotiating for the purchase of a diamond.

Miss Nordica McCully, clerk in the Master Mechanic's office, will head a party of prosperous clerks on a vacation trip to California June 14 to 28. The boys of the Golden State should look out. What is the the matter with Michigan, Nordica?

"Fred" Nagle, chief man hour clerk, in Division Accountant's office, was transferred to South Chicago as Shop Clerk, vice C. R. Pilgrim, who left the service to take a position in Car Record office of Pennsylvania Lines at Chicago. Best wishes for success.

Work is now under way on improvement of the grounds surrounding the passenger station at Garrett, and in a short time we will have as nice station grounds as are in this district.

GARRETT, IND.

Dear Ed—You ast me to rite agin an' sed my spirit wuz fine. Thanks for them bokas, but hones' Ed, I aint had no spirits sense last july, cuz if I had, that 1st letter wot I rote woodn't never ben dun yet an' I woodn't never had to rote no more, cuz it wooda covered ever tecknickle point an' person on the Chi div., even them hobos, an' owin' to the shortage of paper it never wooda ben printed. I saved up a lot of Chi div. boys wot I didn't menshun in my last letter, owin' to the lack of space and spirits. The 1st one I wish to menshun is our new chf clerk, wot got a new Barney Hunsel' hat with a rubber band sense his promotion, an' he also walks on his heels to save his soul, cuz his wife wont let him get no more shoes til he gets a chancht to go to N. Y. an' buy sum of Mr. Woolworth at his 5 an' 10 cent store, cuz he don't never profiteer. An' his asst. wot is a nice little, bright little lad, wot luves his own wife and she stays in Hicksville mos' of the time an' we all feel sorry for him, cuz he waits long an' longingly an' offen in vain for No. 9. An' there's our dere ole car distributer, wot works so hard and fast the cars cant keep up with him, an' he files mor'n a dozen msgs about each car, wot makes them oprs in "G" offs say things wot woodn't sound nice in this. We are more than proud of our chf accountant; every time he passes the City hall, the Marshall sets "ole Glory" at haf' mast, cuz he looks so much like "ole Abe." Gess you've herd of "Old Taylor." He's our boss carpenter, wot builds air castles an' dreams of Cuba an' fairies an' things. An' our div. Engr. is so ambishus he cant never stan' still even wen he has a chancht. Our asst. div. Engr. makes us all cheerful jus' to be in his presents, he reminds us so much of Bill Nye. An' that m of w chf clerk always tells us a funny story about his cow, wot had wolf in its tale. We calls him hard boiled cuz he raises plymouth rock chickens. Dere Ed, my heart swells with pride wen I menshun our m of w supervisors. They shure is hard workers, an' keep that stone ballas' so white an' clean that lookin' from the observashun on moonlit nites, it looks jus' like a great big silver ribbon, an' even that little ditch 'long side of the track looks like a beutiful "Sunny Brook." An' Mr. Christy gets most of his artistik tastes from the Chi div. dinin' cars. Almos' fergot to menshun our signal supervisor.

His name is Pat,
But he cant help that.

He's shure a fine fella an' luves everybody an' aint got no fault to find with this dere ole world, on'y England ought to be located in Ireland an' Dublin the capitol of the U. S. A.

Yours Truly,

D. S. PATCHER.

The Dandelion

Little yellow flower, you are dear to us all,
We will pluck you this year from Spring until Fall.
We will cultivate you in the garden and lawn,
And an army of admirers will greet you at dawn.
Just a short time ago you were heartily despised,
But since last July you are 'most idolized.
For sweet golden petals, my dandelion bright,
Make wines that will sparkle like yellow moonlight.

D. S. PATCHER.

South Chicago

Car Distributor Paul Wegener has left us and will engage in farming near Crown Point, Indiana. We are sorry to lose such a capable employe and wish him success in his new undertaking.

The Noon Rush Hour at Our Endicott Restaurant



Over 11,000 meals are served daily in our restaurants at Endicott and Johnson City, N. Y. A full course dinner is served for 20 cents. There is also a lunch room in connection; separate dishes are served at a small price.



Canoe-tilting contest by our workers on the Susquehanna River, at Ideal Park, Endicott, N. Y.

Endicott - Johnson

Shoes for Workers and Their Boys and Girls

Endicott, N. Y.

Johnson City, N. Y.

F. A. Nagel, formerly of Garrett, Indiana, has been appointed Chief Clerk in the General Foreman's office, vice C. R. Pilgrim, who has resigned to accept a position with the Pennsylvania Company. Henry Bergstrom, machinist in the shops here for several years and a well known "First Aid Man," has entered the service of the Illinois Improvement & Ballast Company.

Willard, Ohio

Clifford Puneell, machinist helper, is improving very nicely after suffering a broken leg on March 21.

Fireman Spangler, lately married, had a very sorry mishap while on his honeymoon in Oklahoma. Someone relieved him of his transportation and, in fact, almost everything except his bride.

Firemen Jennings, Graback and Schwab have been temporarily transferred as machinists helpers in the Willard Roundhouse.



Undefeated Girls' Basketball Team of Leesburg, Ohio, High School

They have played the strongest teams of High Schools and Colleges of their section of the State, and because of their excellent playing L. A. Pausch, supervisor at Leesburg, has awarded them each a medal. In the accompanying picture, reading from left to right, top row: Miss Delight Ladd, V. V. Preston, coach (third trick operator, Leesburg), Miss Esther Henderson. Bottom row, left to right: Miss Henrietta Browder (sister-in-law of F. F. Maloney, second trick operator at Leesburg), Miss Bertha Barrett (cousin to first trick operator at Leesburg, Truman Murphy), and Miss Elizabeth Pausch (daughter of Supervisor L. A. Pausch).

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

The Leesburg, Ohio, High School Girls' Basketball Team has played fourteen games this season without a single defeat.

I. C. C. Boiler Inspector Charles Michaels has recently taken unto himself a wife. Congratulations.

It is with regret that we announce the resignation of our efficient and popluar Assistant Division Engineer, Samuel H. Pulliam, who has accepted a position with The Van Blarcom Co., at Cleveland, Ohio. We wish him success in his new connection. He is succeeded by James W. Purdy, who also has our best wishes.

Philip Hixon, fuel clerk in Division Accountant's office, was successfully operated on for removal of adenoids and tonsils.

We are sorry to learn of the accident to Alva Shoemaker, signal repairman at Loveland, who had his ankle badly injured by a piece of timber falling from passing train.

C. L. Hutt, clerk to Trainmaster, has left for Hot Springs, Ark., Denver, Col., and other western points, for a sixty-day rest. Be sure and get the "rest," "Curt."

Clarence Wickline, steel car helper, has taken the marriage vow. Congratulations!

J. F. Sewards, air brake repairman, on triple valve rack, has taken to himself a wife, Miss Riley, formerly of Chillicothe. Mr. Seward gave cigars to his fellow workmen, and when the lady clerks were very much disappointed that they did not receive any compliments from him, he presented them with a box of candy and sent with it the news that by the first of July one of the stenographers will be following in his steps. More candy and cigars.

Brother Stork, a popular visitor here, left a baby boy in the homes of each of the following employes: J. N. Gunning, air brake inspector; Edward Shepherd, machinist helper, and Watson Sykes, machinist helper. We extend our congratulations.

F. R. Gelhausen, general foreman, has been off duty with relapse of influenza. We are glad he is again able for duty.

J. O. Keegan has succeeded W. B. Noland as Assistant Night Roundhouse Foreman. He was formerly Machinist at North Vernon, Ind. Mr. Noland has taken the place of Mr. Barrett as Assistant Day Roundhouse Foreman. We wish them both success.

F. W. Reynolds, storekeeper from Chicago Terminals, has succeeded C. F. Erich as Storekeeper at Chillicothe. Mr. Erich has taken the place of Mr. Schwab as Assistant, Mr. Schwab being transferred to Glenwood. They have our best wishes for success.

We welcome back Electrician Charles E. Woods, who, for the past ten months, has been in Georgetown, British Guiana, South America. Mr. Woods returned account of the climate not agreeing with his health, but states that Mr. Wilkerson, formerly electrician, and Mr. Wagner, formerly Roundhouse Foreman at Chillicothe, will remain there for the present. Mr. Wagner is now General Trainmaster and Foreman over the mining road which runs in and out of Georgetown. Mr. Woods says that Chillicothe, Ohio, is good enough for him; he has had enough of the jungle life of South America.

Our efficient Car Distributor, "Bill" Rardin, is thinking of going in for "big time stuff" since starring in a local amateur production of "Johnny Get Your Gun," which was given at a theater in Chillicothe and "The Liberty" at Camp Sherman. We are informed that "Bill" had quite a "touching" scene with one of the young ladies of the cast.

The girls in the Freight Department aren't at all slow. 'Tis rumored that eight of them are going to "hit new trails" ere the Leap Year privileges are no more. On March 3 their first ventured forth. Miss Ethel Thomas, daughter of Engineer D. C. Thomas, of Hamden, Ohio, became Mrs. Harry McClain. We miss Ethel, but extend to her and "Clainey" our best wishes. Eight more months, girls! Who's next?

We are glad to welcome Miss Bertha Graves, who is home again after an extended leave of absence.

Common expressions in the Freight Office:

Lang: "Now who left the door open?"

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Get into this constructive branch of industry where big salaries are paid. No previous training is necessary to become a capable draftsman with the help of the Columbia School of Drafting. You can master the practical lessons of our famous home study course, at home, in spare time. You will be personally coached and instructed, by mail, by Roy C. Claflin, president of the school, whose long experience as a draftsman and teacher, especially qualifies him to give you the training you need to become a successful Draftsman.



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Because of the importance of his work the draftsman is paid a big salary and is always in line for advancement. The draftsman's pay is from $35 to $100 a week. A knowledge of drafting is the stepping stone to big technical positions in the industrial field, paying as high as $50,000 a year.



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Students of the Columbia School of Drafting often secure positions at $2,000 or more a year to start before completing the course. Hundreds of men and women with "Columbia" training are now making good with big concerns all over the country. Many more are needed for splendid positions now open. Here is what "Columbia" training is doing for some of our graduates: Laurence Johnston, over $5,000 a year; George Murray, $45 a week to start; G. Tangorra, $2,800 a year; A. L. Gash, $140 a month to start; W. S. Burfoot, $150 a month to start; T. R. Brown, $2,860 a year; R. Fowkes, $3,700 a year. These are only a few of a great number of similar cases.

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The best concerns in America employ Columbia graduates in their drafting departments because of the thorough, practical training we give which enables them to step right into important drafting positions. Our diploma is the entering wedge into big drafting rooms everywhere. As a Columbia graduate you are recognized as an experienced Draftsman, not as a mere apprentice. Our training spells Success for you. Why be satisfied with a grinding, underpaid position when there are hundreds of promising positions open to you in the big field of Drafting. We are called upon to place trained draftsmen more rapidly than we can produce them. General construction companies, manufacturers, railroads, ship building concerns, engineering projects, etc., need Draftsmen today in greater numbers and at better salaries than ever before.

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I am interested in your practical training in Mechanical Drafting. Please send me Free, your illustrated book of particulars, testimonials, terms, etc. I am also interested in the special post-graduate course checked below:

(Mechanical Drafting or Machine Drafting is the foundation course and is complete in itself.)	**Patent Drafting**
Architectural Drafting	**Topographical Drafting**
Automobile Drafting	**Ship Drafting**
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Aeroplane Drafting	**Radio Drafting**
Special Machinery Drafting	**Automotive Drafting**
Sheet Metal Drafting	**Hydrographic Drafting**
Structural Drafting	**Machine Design**
Highway Drafting	**Tool Design**
	Shop Mathematics
	Builders' Course

Name.....

Address.....

City..... State.....

"Marg" Thacher: "Whatcha eatin'?"
Helen Griesheimer: "That's mine!"
"Bob" Ogden: "You tell 'em."
"Mac" Warth: "Anything to please the ladies."
Vida Dixon: "I don't care."

Shop Carpenter Nelson Bochard, while taking his new Chevrolet out of the garage, which was close to the river bank, made a plunge over the embankment. The car turned over three times before striking the water. The next thing Mr. Bochard knew, he was under the car in the water. Fortunately he was not injured by the mishap, but was left in such condition that it would not have been well for him to have been seen in company. The only damage done to the car was that the cushions were lost and the top crushed in. At the time of the accident, the river was at a fifteen foot stage. Mr. Bochard is to be congratulated on his fortunate escape.

The correspondent desires to thank Miss Helen Beyerly, Miss Ruth Bickel, Frederick Darling and Roy Lee, who contributed several items, helping make this month's notes "noticeable." Would also appreciate any help or any item from other employes, at any time.



Office Force of Division Accountant, Chillicothe, Ohio

The accompanying picture is of the Division Accounting office force, Chillicothe, Ohio:

Standing, left to right: Miss Georgia Northcraft, P. L. Hixson, Miss Osma Foster, C. F. Steele, J. T. Caldwell, R. J. Conner, Miss Cornelia Gilsdorf, "Don" Sullivan, Charles Ross, Everett Miller, Ruth H. Bickel, J. E. Caldwell, George Seffens, C. E. Francis, O. E. Sorgius, George E. Neal, O. G. Erich. Seated, lower row, left to right: Kenneth Conrod, W. A. Rea, Miss Susan Masters, Miss Nellie Scharenburg, Miss Bernice Bowdle, Miss Mildred Curtis, Charles A. Conner, Robert Myers, W. K. Schreck, A. L. Buskirk.

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*

The employes of this division can obtain copies of the Magazine at the offices of the Trainmaster and General Foreman at Seymour.

J. A. Wilcoxson, after 24 years' service in local freight office at Louisville, Ky., 15 of which he served as Chief Clerk, has resigned to accept a similar position in the office of J. D. Marney, assistant general freight agent at Louisville. He has the best wishes of all of the office force.

C. N. Turns, who for the past 2 years has served as Secretary to the Local Freight Agent, J. E. Sands at Louisville, Ky., has been appointed Chief Clerk. John H. Zeigler, former Counter Cashier, has succeeded Mr. Turns. Both are deserving young men and are entitled to their promotion.

Henry Zimmerman, abstract clerk, is wearing a Sunny Jim smile, all on account of the arrival of a new boy, the first visit of the stork to his household.

We are glad to welcome T. W. Jocelyn back again to Louisville Local Freight office. For the past month he has been working in New Albany, straightening out the old items in the accounts at that point.

The accompanying photograph is that of Miss Lillian M. Osterman, stenographer in Superintendent's office. Miss Osterman is quite popular with her associates in division office building, as well as with a number of friends in the western part of the State. Congratulations would be premature, but interest is at high-tide.

Machinist W. P. Clements is expected to arrive from New Mexico with his bride 'most any time. "Bill" didn't have nerve enough to face the music in his home town and thought it advisable to go to New Mexico to pull off this stunt.

Machinist Frank King purchased a new flivver. A few days ago, while returning from Brownstown by the way of Cortland, and discovering water from White River flowing over the road, he came to the conclusion that he would turn his flivver into a submarine. This he did very successfully until he got into swift water, when it was necessary for him to be pulled out.

All of the men on the Indiana Division are glad to see Master Mechanic Shay back on the job again after several weeks' confinement to his bed on account of pneumonia.

We are glad to welcome to division headquarters, Division Freight Agent R. L. Gallaher, and his Chief Clerk, H. J. Ramsey. This is a new office for this territory, which was formerly covered by Division Freight Agent at Cincinnati, Louisville and Vincennes. Mr. Gallaher will now have jurisdiction over all stations from Delhi west and Louisville Sub-Division to and including Watson.

In keeping with the popular movement, the clerks in division office building at Seymour organized an overall club, and practically 100 per cent. of the force appeared in overalls or khaki on Monday, April 19. The young ladies designed a very nifty uniform of blue denim. With these new outfits, some of the force conceived the idea that considerable enjoyment could be had at an overall dance, and such an entertainment was held in Eagles Hall, at Seymour, on Tuesday, April 29. All present enjoyed the evening so well that no doubt another dance will be held in the near future.

The accompanying picture was taken on mile 44, Section 71, Louisville Sub-Division,



A Seymour Lassie, Miss Lillian M. Osterman

and shows Track Foreman M. Stoner and gang.

Machinist John Cannary purchased a new home on North Broadway at Seymour, and is figuring in this way to escape the profiteering landlords.

Car Foreman A. J. Keene, at Seymour, has been confined to his home account of sickness.

Robert ("Bob") White, future Auditor of Jackson County, is now working temporarily in Division Accountant's office.

Regular assigned crews on preferred runs, which were cut off early in April on account of the Switchmen's strike, have been restored. This made some of the "Old Timers" happy.

Dewey Niester, operator, bid in second trick at Seymour, and has also been working as Extra Dispatcher for several days.

We are glad to note that J. E. McKay, dispatcher at Seymour, is back on the job again after having undergone an operation.

R. O. Huntington, dispatcher at Seymour, is still making trips to Osgood right along. "Beginning to look like a habit."

Illinois Division

Correspondent, Omer T. Goff, *Secretary to Superintendent*

Office General Freight Agent
St. Louis, Mo.

Correspondent, Francis Piglosky

We take pleasure in adding to our office force C. E. Bradley as Freight Representative and Layman A. Brewer as Stenographer.

W. F. Bollman has now been appointed District Freight Agent.

Discovered!—Why Miss Frances is falling away to a ton. Good thing there is a



Stoner's Gang on Section 71, Indiana Division



UNION MADE
"Service"
Suits and Overalls

NO MAN ever spoiled his disposition by wearing work clothes that fitted—when he could get them.

"Service" Suits and Overalls fit from trouser turnup to collar turndown. The shoulders slope right and the seat is shaped to conform to the body in all positions—standing, sitting, bending.

"Service" garments are as modern in the field of work apparel as the latest device in the shop is modern in the department of mechanics.

Say "Service" to the dealer.

ISSUED BY UNITED GARMENT WORKERS OF AMERICA — AUTHORITY OF

KOHN MANUFACTURING COMPANY

Makers

BRADFORD, PA.

chop house close to our office for she has an unfailing appetite for Chinese dishes, chicken chowmein being her favorite. ($1.25 a throw.)

We wish to thank Mr. Bollman for the services he has rendered through his "Agency," but I think he will agree with us that "It doesn't mean anything." (How about it "Tony"?)

Pet expressions of some of our force:
J. G. F.—"Gol durn it."
A. H. H.—"Tha dickens."
C. P. B.—— – ? ? – " (Unprintable.)
H. J. C.—"Did jew eat?"
D. C. W.—"No, did jew?"
A. J. C.—"You're goofy."
M. H. F.—"That would be telling."
A. O. L.—"He's busy."

Toledo Division

Correspondent, I. E. Clayton, *Division Operator*

George Long, correction clerk in Local Freight office, has accepted an agency on the D. T. C. R'y, at Delphos, Ohio. George has always had a longing for the country, and now that his dreams have come true, we know he will "deliver the goods."

Miss Maud Veidt, stenographer to Agent, has been transferred to Division Freight Agent H. E. Warburton's office. Let us hope that Maud will not forget her "up town" friends.

Joseph Wheeler, assistant claim clerk, has accepted a position with Captain Molter, as Patrolman. We all wish "Joe" much luck and hope that he will make good.

Miss Helen Zimpher, stenographer, has been transferred to Agent's office.

Daniel Webster, revision clerk in local Freight office, has been transferred to Division Freight Agent H. E. Warburton's office.

Lester Underwood, collection clerk in Mr. Hockett's office, has been given a thirty-day leave of absence on account of ill health. We wish him a speedy return.

We welcome J. F. Dobson and H. T. Conn, who are new additions to Engineers' Corps at Dayton. They have been transferred from the Valuation Department at Cincinnati.

Division Accountant's Office, Dayton, Ohio

The McNamara Comedy has all of the Mack Sennet Comedies beaten when it comes to real acting. The following is a sketch of the latest movie as staged by Mr. McNamara and a friend:

Arthur and his "buddy" were coasting—yes, coasting—down Indiana Avenue, in a "Ford." The machine stalled. The driver got out to crank it, giving Arthur instructions as to what to do—but Arthur failed to obey—and "Lizzie" started off with a jazz! When Arthur thought she was getting too speedy for one who knew nothing about how to stop her, he jumped out, falling on one knee and hurting it quite badly. However, he was so glad to get out of the machine that he didn't mind the bump at all. "Lizzie" was caught by a spectator, three squares away. She was in tip-top condition, even though she had hit water plugs, climbed perpendicular terraces, and had see-sawed back and forth down a steep graded street. We are sorry to say, however, that Arthur is still limping. He has given up the "Movie Idea," preferring to keep his position in the Division Accountant's office. Arthur has just purchased a car and we hope it will prove to be more tractable than his friend's "Lizzie."

P. W. Elmore, Seymour, Ind., has taken the place of C. R. Adsit as Assistant Division Engineer to H. R. Gibson, Division Engineer at Dayton, Ohio. We welcome Mr. Elmore and hope that he will feel at home with us. C. R. Adsit was transferred to Cleveland. We regret his departure, but wish him good luck.

East Dayton

Correspondent, Edward M. Mannix

J. G. Lyons was the representative chosen to arrange the baseball schedule for the Toledo Division. Let's go after "Jerry"! We expect to be playing the national game day and night.

Our baseball team is all ready for the opening game, which will be played at Dayton, Ohio, with the Lima team, on May 16. Manager Mannix has secured beautiful McKinley Park and our players will surely give a good account of themselves. To all who so liberally helped us in outfitting the team, we extend our sincere thanks.

They tell us Wilbur Potters, machinist, third shift, has just purchased a new Dodge.

We hear our old friend, "Bill" Stricklin, is convalescing nicely and will be back soon at his old job. Hurry up, "Bill," we will be glad to see you.

All employes of the Shops and Roundhouse will hereafter receive copies of our Magazine at the check board, from either of the clerks in charge. We are sure that we will not miss anyone.

Here's the Answer to the Pat and Mike Problem

E. N. Fairgrieve, car distributor in the office of the General Superintendent at Pittsburgh, sent us a problem which we published in the "Question Box" of the May issue. This is the answer, submitted by F. C. McCaghey, a former employe of the Valuation Department:

Let x = the number of years that Pat worked.

Let y = the number of years that Mike worked.

(1) $x + y = 44$, total number of years that both worked together.

(2) $x = 44 - y$.

(3) $2y = 3x - 3y$.

Substituting the value of x in terms of y of equation (2) in equation (3), we have:

(4) $2y = 132 - 3y - 3y$.

(5) $8y = 132$.

(6) $y = 16\frac{1}{2}$, the number of years that Mike worked.

Substituting the value of y of the equation (6) in equation (2), we have:

(2) $x = 44 - y$.

Then $x = 44 - 16\frac{1}{2}$, or $27\frac{1}{2}$, the number of years that Pat worked.

Answer: Mike worked $16\frac{1}{2}$ years.
Pat worked $27\frac{1}{2}$ years.

RELIEF DEPARTMENT—ADVISORY COMMITTEE

Conducting Transportation Department

W. S. Berkmeyer	Conductor	Canton, Ohio.
J. H. Coulbourn	Passenger Brakeman	Philadelphia, Pa.
George G. James	Conductor	Baltimore, Md.
John F. Wunner	Clerk	New York, N. Y.

Motive Power Department

L. A. Cather	Machinist	Fairmont, W. Va.
William D. Lenderking	Plumber	Baltimore, Md.
Henry Loveridge	General Foreman	East Chicago, Ind.
H. W. Oldenburg	Car Inspector	Cincinnati, Ohio.

Maintenance of Way Department

Ira E. Baker	Section Foreman	Kanawha Station, W. Va.
J. J. Price	Account Clerk	Newark, Ohio.
J. W. Richmond	Water Station Foreman	Garrett, Ind.
J. F. Thome	Section Foreman	Aviston, Ill.

STATEMENT OF PENSION FEATURE

Statement of employes who have been honorably retired during the month of April, 1920, and to whom pensions have been granted:

Name	Last Occupation	Department	Division	Years of Service
Campbell, William	Car Repairer	Motive Power	Pittsburgh	36
Fitzgerald, Edward	Machinist Helper	Motive Power	Baltimore	40
Fossett, George W	Agent	Cond'g Transportat'n	Cumberland	30
Palm, John	Ash Pit Laborer	Motive Power	Baltimore	25
Schultz, Michael	Sweeper	Cond'g Transportat'n	Baltimore	41

The payments to pensioned employes constitute a special roll, contributed by the Company.

During the calendar year 1919, $331,920.15 was paid out through the Pension Feature, to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, amounts to $4,007,455.65.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Adams, James N	Engine Cleaner	M. P.	Baltimore	April 22, 1920	27
*Jamison, W. H	Engineer	C. T.	Cumberland		47
Duley, Solomon P	Machinist	M. P.	Newark	April 3, 1920	50
Selby, Laurence A	Engineman	C. T.	Philadelphia	April 6 1920	27

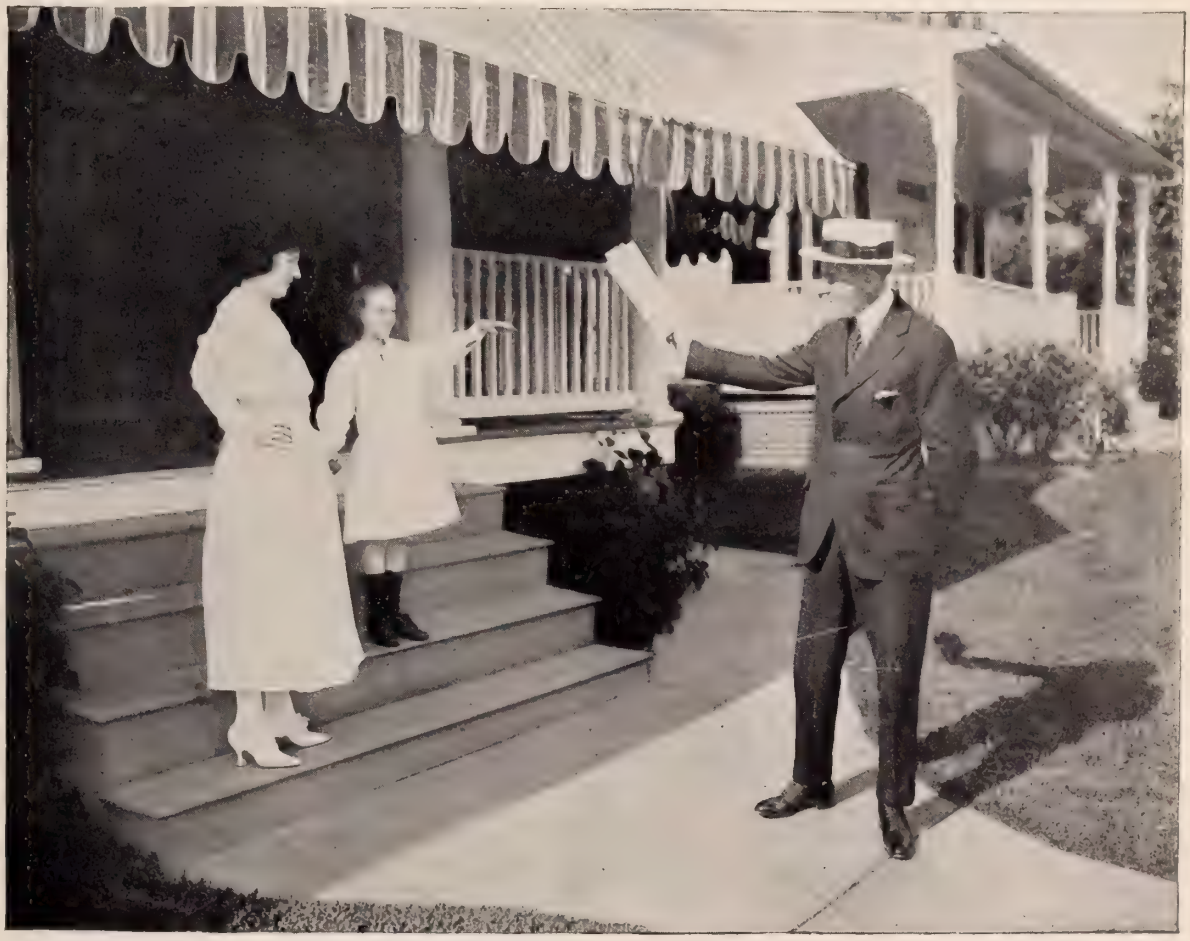
* Exact date of death unknown.

Back to the Home

All day long the thought thrills—back to the home at night.

Poets sing of Home, and sometimes it seems that the ownership of a home is something too good to be true. Every night we come back home and always we find a welcome from the loved ones there.

In the morning it's up again and off to work, after the home-cooked bacon, eggs and coffee.



"Good-bye, Daddy, come home early!"

A home isn't built in a day, neither can you pay for one in a day.

But you can pay for a home, if you wish, on the quickest kind of an installment plan by the aid of the Savings Feature of the Relief Department.

Don't keep on paying rent. Don't live in a rented home, but write to

DIVISION "S"
THE BALTIMORE AND OHIO RAILROAD COMPANY
RELIEF DEPARTMENT
BALTIMORE, MD.

Learn how quickly you can acquire a home

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look for this trade-mark on the back of the cloth inside the garment. It is the guarantee of the genuine Stifel's Indigo Cloth, which never has been successfully imitated. Garments sold by dealers everywhere. We are makers of the cloth only.

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BOSTON	31 Bedford St.	ST. PAUL	238 Endicott Bldg.
CHICAGO	223 W. Jackson Blvd.	TORONTO	14 Manchester Bldg.
SAN FRANCISCO	Postal Telegraph Bldg.	WINNIPEG	400 Hammond Bldg.
ST. JOSEPH, MO.	Saxton Bank Bldg.	MONTREAL	Room 508 Read Bldg.
VANCOUVER	506 Mercantile Bldg.		

Baltimore and Ohio Magazine



THE FLAG

July 1920

A Home and A Happy Family

The future of the American family is based upon the home. No amount of money has any real value to a man unless his home life is happy and healthful.

A chance to bring up his children in healthful surroundings, a home that will make his wife happy; these are the things that every man wishes for. These will go far in the creation of the home life which will make sure the future of the nation.

In the picture are some of the members of a substantial Baltimore and Ohio family, and the home which has been a comfort to them all of their lives—the home which a far-sighted father secured for them years ago through the Relief Department.



A HOME AND A HAPPY FAMILY

Timothy G. Donovan, engineman at Brunswick, Md., father and home owner, is the center of group in the insert. In front of him is Juanita, between the twins, Frances and Josephine. On his right are Florence and Alvin; on his left, Lillian and Garland. A Happy Father, a Happy Family, a Happy Home!

Is it not a pleasure even to look at such a picture?

But the real question to you is this: if you have a family that needs more room or better surroundings, why not place them where they can enjoy these advantages? Write to

DIVISION "S," RELIEF DEPARTMENT
THE BALTIMORE AND OHIO RAILROAD COMPANY
BALTIMORE, MARYLAND

Find out how you can secure a better home



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A combination course in Wireless Telegraphy and Telephony perfected by the National Radio Institute that will fit you in a few months for a position paying approximately $175 a month to start, if you consider that living expenses are included.

Men with experience or trained as telegraphy operators have a decided advantage over the beginner and will be able to complete the course and qualify as a trained radio operator in about one-half the usual time required. This means more rapid advancement for you to the bigger positions paying better salaries.

Future success assured our graduates. Hundreds of attractive and interesting positions in Commercial Radio Service on Land, Merchant Marine, Railroads, Radio Supply Factories and Laboratories, Lake and Ocean Steamship Lines, Telegraphy Companies, and Aerial Mail Service always ready to be filled. Because of the efficiency of our graduates, they are given first choice, and positions are guaranteed to those who complete the course and secure a license.

Salaries Up to $15,000 a Year

Few professions offer the opportunities found in Radio. Any young man with ambition and energy can soon be qualified for an exceptional position by taking our course in Wireless. Your first position will pay you the equivalent of $175 a month—$125 in salary, plus living expenses, which by a conservative estimate we place at $50 a month.

There are exceptional chances for rapid promotion to Radio Mechanic, Electrician, Government Inspector, Radio Aid, and Radio Engineer, some positions paying as high as $15,000 a year.

No previous knowledge of wireless or electricity is necessary to take our course. Our course is easy and comprehensive, and with the help of our Natrometer, you can master Wireless in a marvelously short time. Right in your own home, the National Radio Institute way, in your spare time!

Travel Around the World Your Expenses Paid

If you are eager to travel, anxious to visit foreign countries, and increase your knowledge of world affairs, Wireless offers you the biggest chance you will ever have. You travel on shipboard with an officer's rating, living the life of an officer, eating at the captain's table, and mingling with the passengers. All without one cent's expense to you!

If you prefer to locate permanently at or near your own home, Wireless again offers the opportunity, for you may secure an equally attractive position at one of the many land stations, with Radio Companies, Steamship Companies, or Commercial houses.

Regardless of how big your desires and plans for your future, Wireless is always in the foreground, offering advantageous and attractive opportunities. Look into it and plan your life accordingly.

Get Your Instructions from Washington—Center of All National Wireless Activities

The National Radio Institute was established in 1914, and was the first in America to successfully teach Wireless by mail. It is established in the heart of national interests—in Washington, the home of the United States Shipping Board—centre of all official Wireless activities—and the home of the United States Department of Commerce (Radio Department) which passes upon every first grade government license granted in America, and also issues all permits to erect and operate radio stations.

Our location in the nation's capital, together with the high standing of our school and instructors, and our close communication with government officials connected with Wireless activities, naturally places us in the position of giving our students the very best instruction obtainable. We are also able to be of the utmost help in assisting them secure high type positions paying substantial salaries.

Special Privileges to National Radio Institute Students

Students of the National Radio Institute receive the following:

Complete combination course in Wireless Telegraphy and Telephony—
Special post-graduate course at our large Washington school, if desired -
Five text books, one hand book, forty-six special lessons and eighteen personal examinations—
Membership in the N. R. I. Radio Relay league and handsome blue and gold membership pin presented immediately upon enrollment—
Large handsome diploma suitable for framing—
Complete automatic Natrometer outfit and carrying case—
Personal help in securing wireless position and endorsement of Institute officials.

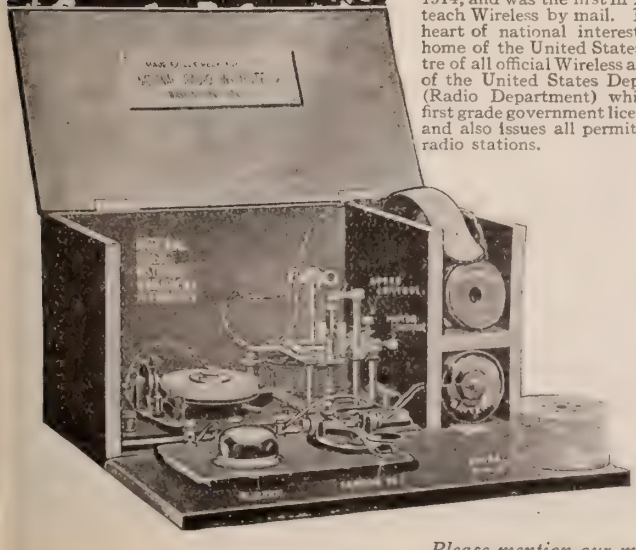
This Fine Natrometer Given to You

This wonderful Natrometer automatically sends you wireless messages as though coming from a radio station thousands of miles away. It is a complete improved sending and receiving set, embodying the same type of instruments as used by the United States Bureau of Navigation in testing applicants for official license. Made especially and exclusively for National Radio Institute students.

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Age..... Address.....

City..... State.....

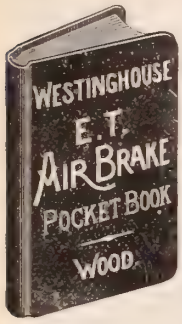
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Contains examination questions and answers on the E-T equipment. Covering what the E-T Brake IS. How it should be OPERATED. What to do when DEFECTIVE. Not a question can be asked of the ENGINEMAN UP FOR PROMOTION on either the No. 5 or the No. 6 E-T equipment that is not asked and ANSWERED in the book. If you want to thoroughly understand the E-T equipment get a copy of this book. It covers every detail. Makes Air Brake troubles and examinations easy.



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This 21-jewel Illinois Watch—the Bunn Special sent on trial. *Do not send us a penny* The Bunn Special, made to be **"the watch for railroad men,"** is adjusted to 6 positions, extreme heat, extreme cold and isochronism, 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year, gold-filled case. **Guaranteed to pass inspection on any railroad.**

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Watch comes express prepaid to your home Examine it first. Only if pleased send $11 as first payment. Wear the watch. If after ten days you decide to return it, we refund deposit immediately. If you buy, send only $5.50 a month until $55 is paid.

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The Professional Joy Killer

"Avoid criticism," said the teacher. "Don't make it a practice to find fault with people for what they say or do. Don't pick flaws. Don't point out mistakes."

"Why, teacher," said one pupil, "that's the way my father makes his living."

"You surprise me, George! What is your father's occupation?

"He's a proofreader, ma'am."—*Exchange.*

Cars Are Only Earning When the Wheels Are Turning

PATENTS Write for Information

HOWARD R. ECCLESTON

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Formerly Member Examining Corps, U. S. Patent Office. Prompt and Personal Service

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Three men, an Irishman, a Swede, and a Hebrew, were brought to court. The Hebrew was arrested for stealing a cow, the Swede for stealing a horse, and the Irishman for stealing a wagon.

"Well," said the judge, turning to the Hebrew, "where did you get the cow?"

"I've had it since it was a calf," was the reply.

"Where did you get the horse?" he asked the Swede.

"I've had it since it was a colt," said the Swede.

"And Patrick, where did you get the wagon?" asked the judge of the Irishman.

"Oh, your honor, I've had it since it was a wheelbarrow."—The *Labor World* (Duluth and Superior).

PATENTS

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The Cause of It

"I'll bet a sheep," said old Meredith to his better half, "that our boy Otho is going crazy; fur he's grinnin' at the plough, he's grinnin' at the barn, and he's grinnin' to himself wherever he goes." "Sho, old man," said his wife, "you don't know nothin'. The critter's got a love letter."

On the Job

"My wife tells me that your wife displayed a remarkable knowledge of parliamentary law the other day at the Woman's Club."

"Great Scott! Why shouldn't she? She's been speaker of our house for fifteen years."



BALTIMORE & OHIO MAGAZINE

Volume 8 Baltimore, July, 1920 Number 3

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Seventy-five American Railroads Join in Plan to Aid Transportation

President Willard Named Chairman of Advisory Committee of Nine

In a vastly important, possibly crucial, move for the future of American railroads, the chief executive officers of 75 of the principal carriers of the country met in New York on July 1 and took momentous action for the relief of existing transportation difficulties. The meeting was the largest in the history of the railroad systems of the United States, and, as one of the leading executive officers expressed himself after the gathering, "may well go far to decide the question of private ownership versus public ownership of the trunk lines of America."

The meeting was held in the board room of the New York, New Haven and Hartford Railroad in the Grand Central Terminal, under a call of the Association of Railway Executives, and resulted in the appointment of a committee headed by Daniel Willard, president of the Baltimore and Ohio Railroad, to work out a solution of the vital problems before the roads.

At the close of the meeting, Thomas DeWitt Cuyler, chairman of the association, authorized the following statement:

"The Association of Railway Executives met today in New York to consider problems growing out of the present transportation situation. It was the largest meeting of railroad executives that has ever been held.

"By unanimous action the association authorized the appointment of an Advisory Committee of nine to deal promptly and effectively with transportation emergencies through the cooperative action of all the roads of the country.

"Daniel Willard, president of the Baltimore and Ohio Railroad, will act as chairman of this advisory committee. The other members of the committee are: General W. W. Atterbury, vice-president and general manager, Pennsylvania Railroad; C. H. Markham, president, Illinois Central Railroad; W. H. Truesdale, president, Delaware, Lackawanna and Western Railroad; Hale Holden, president, Chicago, Burlington and Quincy Railroad; E. J. Pearson, president, New York, New Haven and Hartford Railroad; W. B. Storey, president, Atchison, Topeka and Santa Fe Railroad; Howard Elliott, president, Northern Pacific Railway Company; B. F. Bush, president, Missouri Pacific Company.

"This action by the association was taken after a full discussion of the report of a special committee, of which Mr. Willard was chairman. In its report this committee said:

" 'It was clearly the purpose of Congress, as expressed in the Transportation Act of 1920, that private ownership and operation of the railroads should continue to be the established policy in this country, but your committee is firmly of the belief that in the final analysis the test of private ownership which the public will apply will be the ability of the carriers to render efficient service to the country as a whole and under all conditions. While we believe that the best results from private ownership can only be realized under conditions which permit the fullest opportunity for individual initiative and action under normal circumstances, we also believe that in order to preserve private ownership it is incumbent upon the individual companies by voluntary action and cooperation to establish an agency authorized to deal promptly and effectively with such emergencies as contemplated in Section 402 of the Transportation Act.'

"The advisory committee will advise concerning matters relating to transportation, maintenance and operation brought to its attention by the Interstate Commerce Commission, the American Railroad Association, or from any proper source. It will establish cooperative relations with the Interstate Commerce Commission. Subordinate to the committee there will be local committees of executives at leading railroad centers, such as Boston, New York, Philadelphia, Chicago, St. Louis, Atlanta, etc. These local committees will seek to assure the largest measure of cooperation between the carriers in order that the best possible public service may be obtained from the railroads."

Pertinent discussion of this action, probably the most important ever taken by the railroads of the United States, will be found on page 9 of this issue.

Charles W. Galloway, Vice-President in Charge of Operation and Maintenance

By Margaret Talbott Stevens

"IF I were an artist," said a young man who is employed as File Clerk in the office of the Vice-President, "I would draw the finest cartoon that I could think of and label it *The Man Behind the Gun;* the gun would represent the Baltimore and Ohio Railroad Operating Department, the man, Mr. Galloway."

Do you know of a finer appreciation of an official than for one of his own men to speak of him that way? And this clerk spoke not only for himself but for all who know Mr. Galloway, either personally or through business transactions.

For generations the Galloway family has been represented in the service of the Baltimore and Ohio; the story of what it has accomplished for the upbuilding of the Railroad is familiar history to the Veterans, who claim Mr. Galloway as their personal property. Everybody knows that he began his railroad career early in life, but does everybody know just how young he was when he started in?

"Fourteen!" answer a dozen voices.

No, you are all wrong, my friends; it was long before that.

When "Charlie" Galloway, as he is affectionately called by thousands of his friends on the Railroad, was about five years old, he spent much of his time with his grandparents at Sandy Hook, which was then the railroad terminal for the old Harpers Ferry & Valley Railroad (now the Shenandoah Sub-division of the Baltimore Division), and the Washington County Branch, his grandfather, John R. Smith, having charge of the shops there. He was a very inquisitive child, so inquisitive that he wanted to find out what the locomotives were made of and where the noise came from. His people had a difficult time trying to keep him off the railroad tracks. When he got a little older, he would frequently run away from home and hop on the engines around the terminals in Baltimore, if only to ride a short distance, just to ring the bell, and in this he found encouragement from many friendly engineers and firemen. He was a born railroader and had inherited the instincts of the locomotive engineer.

Mr. Galloway's grandfather, William Galloway, drove the first horse car between Baltimore and Ellicott's Mills, then became an engineer and served as such for 50 years. His father, Charles B. Galloway, followed the same occupation and was killed while serving as passenger locomotive engineer. His great-uncle, Christian Smith, on his mother's side, was the originator of the sand box for the locomotive. (This man lived to be 96 years old. Not long before his death he made a trip to Baltimore to attend the big celebration here, Home Coming Week, in 1907, but he insisted upon being taken back home on the same day, saying that he was afraid to be away from home at night.)



Charles W. Galloway, Vice-President in Charge of Operation and Maintenance

At the age of fourteen, on the death of his father, Mr. Galloway became the head of the family. He was the eldest of six children and it was up to him to help provide for the others. As a messenger boy he began work in 1883 at $12.00 a month. Think of that! A small enough sum, as compared with the wages of messengers entering the service today and, even in those times of cheap living, quite inadequate for the Galloway family. So the breadwinner was forced to get additional remuneration and this he did by securing employment as a newspaper carrier with a Mr. Webb Snyder, who owned a route in the southwestern section of Baltimore, covering generally the territory surrounding our Mount Clare Shops.

Mr. Galloway was then living at 457 W. Lombard Street and had to get up at two o'clock in the morning and walk to the publication offices of the Baltimore *American*, there being no street cars running at night. There he re-

ceived the one hundred and fifty papers for delivery on his route, folded them by hand and took them out to the section he covered, starting his delivery between four and five o'clock. His route started at the corner of Baltimore and Fremont Streets, thence north on Fremont to Fayette, to Carey, to Patterson Avenue, to Gilmor Street, thence to Ramsey Street and back on Poppleton Street, ending up in the vicinity of our Mount Clare Shops. He was awakened by the rap of the club of a friendly policeman on the wall of the home in which he lived, and during the four or five months he was performing this stiff job, in addition to the daily duties of messenger with the Railroad, the policeman never had to rap more than once.

Mr. Snyder, who owned the route, lost his sight 23 years ago, but continued to own the route for the Baltimore *American* until 1911, when he took a similar route with the Baltimore *Sun*. He recalls that he paid the newsboy handling this particular route about $3.00 a week, the daily newspaper of that time being not larger than 6 or 8 pages. This extra remuneration was a welcome addition to the slender income of the Galloway family.

Mr. Galloway recalls gratefully many of the rewards which seemed to come to him even in those early days, in return, it seemed, for the big responsibilities he shouldered and the manly way in which he carried them. One was the fact that the elder John T. Ford, a dominating figure in the theatrical world during Mr. Galloway's boyhood, had his home on this route, took an interest in the newsboy and each week left a pass for him for Ford's theatre. Another good friend was a baker. He, too, took an interest in the newsboy and left a pie each morning in the grating of the bakeshop basement window for him. Pie for early morning breakfast! But hard work agreed with the youthful railroader and indigestion was never one of his worries.

And yet, with all his work, he did not get enough railroading. In later years, many a time while working as messenger and clerk, he would spend the whole day in carrying messages (trolley cars were scarce then), and at night he would stay in the tower at Carrolls, helping the operator, "Mose" Mullinix, throw the switches, studying telegraphy and, incidentally, learning the job.

A little later, he decided that if he could stay up at night to throw switches, he could stay up long enough to study shorthand. He bought himself a set of books—the Ben Pitman and the Pitman-Howard systems—and set out to teach himself. After he had spent many a weary night, burning the midnight oil and applying himself laboriously to his studies, he came to the conclusion that he had got the "pot hooks" so mixed up with the "hangers" that it was necessary to enlist the services of a teacher to straighten out his tangles. After about two months, he dispensed with the teacher and finished the course alone. He remembers many a time when his good mother came downstairs in the wee, sma' hours of the morning and found her boy asleep, his head resting on the table beside his books.

At last he mastered the subject and sought a position in which he could use his recently acquired knowledge. You all know the rest of the story of how this young man climbed the ladder of success—from stenographer to secretary, to trainmaster of the Baltimore Division, assistant superintendent to superintendent of the Cumberland Division, superintendent of the Baltimore Division, superintendent of transportation, general superintendent of transportation, general superintendent of Southwestern Lines, general manager Baltimore and Ohio Lines East, vice-president of the Baltimore and Ohio Southwestern Railroad and general manager of the Baltimore and Ohio Lines West, Federal manager, then vice-president of the Operating Department of the Baltimore and Ohio System. Is it any wonder that they call him a "Real Railroader?"

A good conversationalist, of a warm and kindly disposition, pleasing in manner and appearance, Mr. Galloway has endeared himself to all of the "boys" on the Railroad, and to the "girls," too, for he has become one of our most popular officials. He has one hobby—the Railroad—and he rides it. Next to his family, he loves it best. Anything and everything about it interests him; he has spent many a vacation in seeking new ideas on other roads. He is not a club man, although he is a member of a number of clubs. He is an enthusiastic golfer and also has a regular course of exercises that he follows every morning in order to keep himself physically fit. He does not believe in worrying, stewing, or fretting; he tries to hold a good opinion of everybody, for, as he says, he finds troubles enough without looking for them.

"The successful railroad man," says Mr. Galloway, "is generally the man who starts at the bottom. I heartily believe in education; it is a splendid thing, but in our line of work it is experience that counts. The man who would make something of himself must have enthusiasm, snap, push, vigor, energy; must concentrate his thoughts on his job rather than on the number of hours he may have to work. He can expect no returns unless he pays the price. And, remember this, a man cannot go sliding into an official's chair on influence. Influence may help to get him started in a job, but he must do real, honest, earnest and enthusiastic work if he expects to keep it. He must make good use of his time while the other fellow is idle; he must keep his eye on the job ahead of him. Some day the other fellow will be promoted or may leave his job—and somebody is going to get it. The same theory applies to the women employes, whose work deserves much commendation; they, too, if they would gain success, must work for it.

"My greatest pride is in the success of the Baltimore and Ohio: in trying to help make it a safe road, a good neighbor and a law-abiding citizen—for that is what a railroad ought to be—and a road that serves the public as well as it is possible for a railroad to do.

"Here is a little rhyme that I picked up from a newspaper sometime ago; it appeals to me, for it expresses my sentiment:

'Plan for more than you can do,
Then do it,
Bite off more than you can chew,
Then chew it.
Hitch your wagon to a star,
Keep your seat—
and there you are!'

"Yes, I'm proud of Our Railroad and WHEN YOU SEE ME LEAVING IT, I'M FIRED!"

They'll Need More Cars, All Right!

"I'LL show you an economy of 30 per cent.," said the effervescent one who had managed to get in through a window behind the chief clerk's desk.

The "old man's" eyes twinkled over his glasses as he reached in the drawer of his desk and pulled out a memorandum.

"This is a list of the economies that have been offered me by various good fellows in the last two weeks," said the S. M. P. "We'll add your promise of 30 per cent."—and he added it up; it totaled about 429 per cent.!

"That looks promising, doesn't it?" he asked the hopeful one whose heart was in his mouth at the prospect of an order. "You know," continued the "old man," "if we adopt all these devices, we will have to add an extra car to haul the coal they save!"

—*Railway Age.*

The Miracle of Oil

Modern Methods Save Waste Down to Last Drop

From The Girard Letter

Centered in the Philadelphia District are manufactories of a widely diversified character. Among the largest is The Atlantic Refining Company, the magnitude and scope of which is very interestingly presented in the following article reprinted from the June "Girard Letter," a publication of the Girard Trust Company of Philadelphia.

The plant is in what is known as the Point Breeze section of the city and is divided into two units—the Philadelphia Works and the Atlantic Works. The Philadelphia Works are served by the Baltimore and Ohio Railroad and the Pennsylvania Railroad, and we obtain access to the Atlantic Works under the South Philadelphia Improvement Agreement. At the Philadelphia Works, the Baltimore and Ohio performs all switching service for both roads, and as illustrative of the volume of business handled, this occupies the entire time of two switching crews. The plant handles an average of 350 to 400 cars daily. And this is exclusive of the principal raw material (crude oil), which, as explained in the article, is pumped in through pipe lines from distant fields.

To provide for the efficient handling of their extensive shipping, The Atlantic Refining Company maintains as part of their organization a Traffic Department, under the management of Mr. E. H. Porter, as Traffic Manager, and this unit, responsible for the production of "transportation," is quite an essential link in the chain to prevent "even the odor of the petroleum" getting away.—C. H. PUMPHREY, District Freight Agent.

THE great difference between American manufacturing and the manufacturing in other countries is that here we use every conceivable machine and tool to increase output. Nowhere else does money aid labor so prodigiously in production as it does in the United States.

So, wherever you find a mill or factory which more nearly than the average one reaches a state of mechanical perfection, it is worth study.

Among its more than ten thousand industries, Philadelphia has but few which can be compared in this respect to The Atlantic Refining Company.

In that plant, wherever a dollar can save a human muscle, it does it.

Armour said that nothing but the squeal of the pig escaped in his slaughter houses. In the 700-acre plant of The Atlantic Refining Company, not even the odor of the petroleum gets away.

It is one of the largest refineries of crude oil in the world and yet most of our people know nothing about it.

In five hours The Atlantic Company could distill every quart of oil which poured out of Pennsylvania's first gusher during the entire first year of its pioneer history.

The romance of petroleum has been one of the classic chapters in America's rise to industrial supremacy, but nothing which a spectacular "Coal Oil Johnnie" ever did matches many of the wizard things done in the way of extracting from oil a hundred different products.

* * * * * *

Pennsylvania first put the United States on the petroleum map and Oil Creek in this State was the scene of the world's first great well. That began to gush 61 years ago this summer. But petroleum is no new thing.

Herodotus wrote about the oil pits near Babylon, and Pliny described how the Sicilians, a couple of thousand years ago, used oil lamps.

Plutarch mentions "pitch springs" and ancient Japanese literature refers to "burning water."

Before America was discovered, Marco Polo, the first globe trotter, visited the "oil springs" at Baku, now one of the premier oil fields of the world. And more than four centuries ago, Sir Walter Raleigh made the first mention of American petroleum when describing that famous Trinidad "pitch lake."

Indeed, before the French and Indian War, Peter Kalm had located on a map of America the Pennsylvania oil field. But it was more than a hundred years after that, or in August, 1859, that E. L. Drake bored along Oil Creek and shot the initial oil well in America.

As wells now go, it was small potatoes and ran but 25 barrels a day, but it was quite enough to startle the country and the world. Drake's discovery not only charted a hitherto unsuspected realm of natural wealth underlying our country, but it necessitated an entirely new industry which has now grown to stupendous dimensions—the refining of petroleum and the manufacture of a vast number of incidental by-products.

It was in the domain of refining oil, not in owning the wells, that the Standard Oil Company long ago reached that pinnacle of commercial eminence which made its very name the synonym for industrial success.

* * * * * *

The richness of that original Pennsylvania oil field has been surpassed by others since discovered, but for a decade it was virtually the only one in this country.

At the end of ten years, America's output of petroleum was only 4,000,000 barrels, but that seemed a gigantic production.

The second decade's output multiplied the first one nearly five times and that again was doubled in the third decade. But even up to the Spanish-American War, the United States got only 50,000,000 barrels of oil a year.

By the time Taft became President in 1908, the amount had jumped to 178,000,000 barrels and as new fields have come in the output has continued to climb to higher totals. (In 1919 United States production was 377,000,000 barrels.)

As it pours from the earth, petroleum is a thick, blackish fluid and for years the only thing worth while which the refiners could get from it was kerosene. Today, that is a by-product.

The automobile has made such a colossal demand for a new fuel called gasoline that it has become the biggest one thing which the refiners are able to extract from petroleum. But it is because of the wide variety of seemingly unrelated products which can be made from the crude oil that the art of refining has become one of the most interesting industries on earth.

A visit to The Atlantic Refining Company's plant is a round of eye openers and a succession of surprises. The bigness of the works, and the astonishing things which are done there besides refining oil are dazzling.

There are more than a thousand oil tanks. From two big pipes flow unceasing streams of black fluid, much of it having come from far off Oklahoma, a distance of some 1,300



The J. W. Van Dyke, one of the first turbine tankers, with a capacity of 77,000 barrels, was launched at San Francisco November 26, 1916. It is now used in trans-Atlantic service

miles. Some of the oil delivered into these Philadelphia pipes travels by pipe line a distance of about 1,700 miles.

It takes about a month for a barrel of oil to run through a pipe from the Oklahoma field to Philadelphia and it is pushed along the way by some 25 different pumping stations.

The Atlantic Refining Company handles 45,000 barrels of crude oil every day.

It comes in through those pipes a greasy, viscous fluid, but it goes out of the plant in actually a thousand different varieties from snow-white paraffin to jet-black coke and from shiploads of kerosene to millions of wax candles.

* * * * * *

Once a part of the mighty Standard Oil Company, The Atlantic Refining Company is now operated wholly as an independent unit. And those who think the separation is a mere financial camouflage would be disillusioned were they to learn of the keen rivalry and competition that exists between the various refining companies.

"Get business" is the order of the day at Point Breeze, and from President Van Dyke down to the truck drivers the order is obeyed.

Nowhere can be found a more self-sufficient and self-sustaining industrial plant. No American industry carries on a more far-flung trade than The Atlantic Refining Company.

It owns a fleet of fine steamers and charters many others which carry its output to every corner of the globe.

Part of the refined oil is shipped away in five-gallon tin cans. But does The Atlantic Refining Company buy them? Not much. It makes 48,000 cans a day in its own factory.

To carry the cans, 24,000 wooden boxes are needed and that many boxes are turned out daily in another factory within that great enclosure.

Right there in those two departments, mossback manufacturers might learn a useful lesson. Labor-saving machinery is developed to a high degree.

The tin cans solder themselves together and the wooden boxes are nailed by automatic hammerers and stenciled by self-operating printing presses.

Barrels by the thousands are made in still another plant. The company has made autotrucks and even builds its own barges and floats.

* * * * * *

There are some 250 stills in which the petroleum is converted from the crude to various forms of refined oil.

A little more than a fifth of the bulk goes into gasoline.

There are hundreds of different kinds of lubricating oils made by The Atlantic Refining Company and about 500,000 pounds of grease is another valuable by-product which was once poured down the waste pipes as a thing of no marketable value.

Today, you could carry away in a tin cup all the oil that escapes in a day from that 700-acre field of activity. Should a bit of oil appear floating out upon the Schuylkill, it would be immediately salvaged.

Everywhere the fact that nothing escapes is impressed upon the visitor. All over the plant run drain pipes which connect with every spot where oil is handled and from the mouth of these pipes there are gathered some 300 barrels of oil daily, which otherwise might be wasted.

The extreme care to let nothing get away is decidedly impressive and stimulating. It is thrift on a big scale and is one of the secrets of the Atlantic's immense financial prosperity.

System and order are developed to the top degree. There is a premium on brains in the plant, which is encouraging to the 6,000 employes.

* * * *

After seeing the inside of the wax works down at Point Breeze, you are convinced there will never be a shortage of candles for birthday cakes.

They make about 5,000,000 candles in a month. There is a limitless demand for the paraffin products of petroleum and that is one of the most interesting departments of the great plant.

The wax comes out white as milk and is cut into cakes two feet long, a foot wide and two inches thick. An official of the company has just invented a new way for cooling the wax by floating it around a big room in troughs of cold water.

"Got the idea," he said, "from watching tooth paste come out of a tube in a nice ribbon. So we rigged up a machine from which the wax is squeezed out in an endless ribbon and is cut in the proper lengths and then floats away in the cooling bath."

Another and splendid example of labor saving at the expenditure of the dollar!

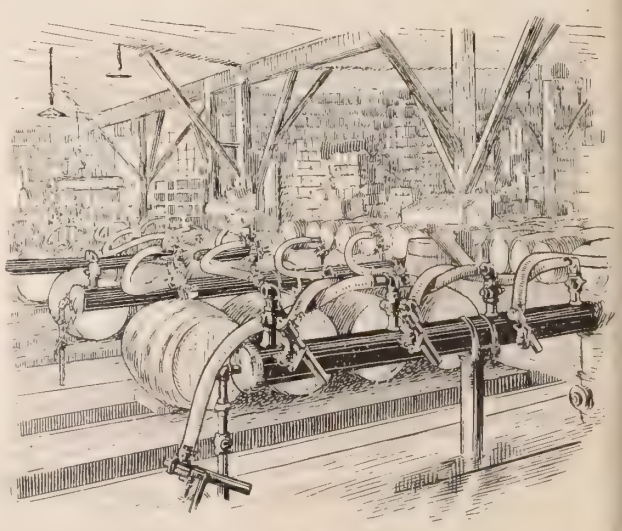
But the human side of the Atlantic is not neglected. The company has introduced a first rate pension system and death benefit plan for its employes. There is quite an army of men, say 250 or more, who have worked there for more than 25 years.

* * * * * *

Big and busy as The Atlantic Refining Company is, it will be 50 per cent. larger in the near future. There are few refineries in the world that equal its capacity of 45,000 barrels a day, which it is planning to increase to 60,000 barrels daily.

To keep the wheels in motion, 2,000 tons of coal are consumed daily and 20,000 boiler horse-power is required.

You hardly expect to extract from oil a substance that looks, feels and burns like ordinary coke, but they do



A section of the barrel filling room

it. This coke is used chiefly for the manufacture of electric carbons.

You scarcely think of coopering as a part of oil refining, but the Atlantic turns out thousands of big barrels a day.

If you were to ask why this company should be singled out for special notice, the reply would be: Because it points the way to all manufacturers to a system of utilizing every ounce of raw material to get the most out of it and has developed, to an amazing degree, labor-saving devices which cheapen production and increase output.

Appointment of Powerful Committee of Nine to Handle Car Distribution a Far-reaching Step Toward Perfecting Transportation Service

THE appointment by the Association of American Railway Executives of the Advisory Committee of Nine, with President Willard as its chairman, to handle car distribution, as set forth on page 4 of this issue, is a move of far-reaching importance and possibilities in American Rail Transportation. This action, taken by unanimous consent of 75 roads, will place car distribution in the hands of this committee or its representatives, with absolute power, under approval of the Interstate Commerce Commission, to distribute cars on American railroads.

Full administrative offices will be established, probably in Washington, with a former railroad president acting as chief operating official.

What Action Means

A leading railroad man of Baltimore, who is familiar with the situation facing the railroads and leading up to the appointment of the Committee of Nine, said in the Baltimore *Star* of July 2, in this connection:

"Before the great war, as the question was raised subsequently, there was a doubt as to whether the American railroads were adequately meeting transportation problems. Whether this was true or not, when the war came it was necessary in order to advance war preparations and the delivery of war supplies to tremendously upset the existing order of things and the War Labor Board, followed later by the Railroad Administration, created order after order as to priority, embargo and general preferential treatment, which had the effect of stopping or curtailing particular lines of shipments, such as building material, road construction, material, etc., and, at the same time, caring for a greater volume of transportation along other absolutely essential lines.

Great Deterioration

"I am not criticising the government war operating agencies when I say that in the 26 months of government war control there was less rolling stock for freight and less motive power added to the American roads than was usually the case in an ordinary 12-month period under prewar conditions.

"During the 26 months, also, there was practically no passenger service added to take the place of deteriorated and discarded cars. Also, during the war period, the extra strain on rolling stock, added to the fact that the same amount of effort in repair was not expended as was the case in peace days, made toward a greatly increased deterioration and brought about a badly stricken national system of railroads for efficient operation when the day of returning to private ownership came.

"Again I want to say I am not criticizing—war emergencies may have made this a necessity.

"Under these and numerous other serious problems, both financial and constructive, of the reconstruction period following the war, the railroads have struggled more or less as individual units, although under Interstate Commerce control, to reach a normal basis. The fact has been forced home that under a decreased transportation capacity, as created from conditions outlined above, and an increased production period for the country as a whole, as compared with production before the war, the railroads must find some other method than that of individual control, even under Interstate Commerce Commission direction, to adequately meet the situation until extra cars and locomotives can be added. It takes months to build new rolling stock and repair old cars and locomotives, especially when every car and engine that can be used at all must be kept in service to meet the emergency of the hour.

"I am convinced that if private ownership is to be maintained, the railroads must act for the national common good as against any local or sectional efficiency system, and that is the purpose of the naming of the Advisory Committee of Nine. The Interstate Commerce Commission will, of course, under the law, retain its rights of general direction, such as priority, as in the case of specific orders for delivery of fuel, etc. The advisory committee, however, through direct touch and cooperation of all the railroads, will be in the position to act quickly for relief of any particular congestion, or to recommend sweeping action by the Interstate Commerce Commission to bring about such relief.

"For instance, the Interstate Commerce Commission has ordered a priority on coal movements, and this is an absolute necessity, especially in view of the recent 'outlaw' strikes on the railroads, which have come close to causing industrial shutdowns and general business stagnation. The advisory committee will be in position to at once see that the orders of the Interstate Commerce Commission are effectively carried out. Again, for instance, today an appeal came from a melon growing district of the South, stating the crop there would spoil unless cars were quickly furnished. The advisory committee will see that the cars are furnished in proportion to the true justice of the demand and irrespective of individual railroad ideas of car distribution, no matter from what roads the necessary cars are taken.

"You can thus see what a tremendous step has been taken when 75 of the great railroad systems of the country agree to abide by the decisions of an advisory committee in central location which will consider and act upon all questions of transportation distribution. To my mind, a vital step in the right direction has been taken by the American railroads for efficient operation under private control."

In His Father's Stead

By Charles Wesley Sanders

WARNER found the Chief's door open. He walked through it and up to the Chief's desk. His manner was almost truculent and his eyes held a cold, hard look. The Chief leisurely finished what he was doing and then he looked up.

"Ah, Warner," he said.

Warner said nothing for the moment. He felt his resentment against this big man, with the calm, assured manner, growing stronger. The five years which had passed since they had last met had touched the Chief lightly, Warner saw. His hair was perhaps a litt e grayer, the wrinkles about his eyes a little more pronounced, but, in spite of his 50 years, he was far from being an old man. Damn him, thought Warner, life had treated him royally, giving him of its best, while Warner had been through the mill of hard experience.

"Well," said Warner, "I'm back. I told you I would come back."

"I see you're back," the Chief said noncommittally.

"I want to talk to you privately," Warner said. "I thought you'd be quitting about now. Maybe you can dine with me. We could talk then."

Warner's tone was not such as a man uses when he invites another man to dine with him. There was hostility in it instead of hospitality. The tone might have given the Chief grounds for declining the invitation, but he only turned back to his work, saying, "Have a seat, Warner. I'll be through in a minute. Then I'll be at your service."

Warner sat down in a chair some distance from the desk. He was rather taken aback. Certainly the Chief must know what his errand was. He had expected the Chief to show anger on his own part; instead, he was, as Warner phrased it, as cool as a cucumber.

Anybody'd think that Warner had stepped out of the office for five minutes instead of having been gone for five years. Why, the Chief hadn't even sized him up. He hadn't scrutinized him to see whether he was prosperous or otherwise. For all the Chief seemed to care, Warner might have been a ragged, broken boomer drifting in to plead for a small loan. But the Chief had always been like that. He was a human icicle, caring for no one but himself. Well, Warner would show him. He had traveled nearly a thousand miles to show him.

After a while the Chief rose from his desk, put on his hat and coat and turned to the younger man.

"Where do you want to go?" he asked.

"We'll go to the Harrington Hotel," Warner said.

"All right."

Warner had eyed the Chief closely when he had said this; he had expected the Chief to show surprise that Warner was able to afford two dinners at the Harrington. It was a new hotel, built since Warner had gone away. Its specialty was to serve as little food as possible for as high a price as could be charged. The Chief must know that Warner was well supplied with money, and yet he had coolly said "all right."

They walked the five blocks to the hotel in silence. It was a sullen silence on Warner's part. He had failed initially to get "the rise" out of the Chief which he had expected to get. On the Chief's part it was a cheerful silence. He nodded and smiled when he met a friend or acquaintance.

"Same old bunk," said Warner to himself. "If they knew him as well as I know him, they'd see he's as crooked as a dog's hind leg. His cheerfulness is only to cover him up."

During the meal Warner's sullenness increased and the Chief's cheerfulness grew. He ate heartily, and lighted and puffed a good cigar contentedly when the meal was done. He was looking at his cigar out of narrowed eyes when Warner pulled out a roll to pay the check. He didn't seem to notice the roll at all.

Warner took his own cigar out of his mouth when the waiter had withdrawn. He leaned across the table to the older man.

"Graves," he said, in a low, tense voice, "I've traveled nearly a thousand miles to meet you face to face."

"So?" said the Chief, flicking the ash from his cigar. "That's quite a little trip just to see me."

Warner's anger came to white heat.

"And I've traveled that far to tell you to go to the devil," he gritted. "You interfered with me once. If you do it again, so help me high Heaven, old as you are, I'll punch your face."

"I'm not so old," said Graves equably. "Just how was it I interfered with you?"

"As if you didn't know," said Warner in so loud a voice that the guests at a nearby table turned to look at him.

"Well," the Chief said in his easy tone, "it was five years ago, Warner. I've been pretty busy. I remember I discharged you. But the details are a bit hazy. You might refresh my memory."

"I'll refresh it," Warner declared. "That's what I'm here for. I learned telegraphy on your railroad, didn't I?"

The Chief nodded.

"I learned it as fast as anybody you ever knew learned it," Warner went on. "You gave me a job. You let me work for three months and then you fired me. Not only that but you had the 'dicks' looking me over. My work was all right but you didn't give me a chance. You wouldn't be square with me. My father—"

"Yes, I remember your father well," Graves interrupted. "He and I were good friends. He started firing about the time I took my first 'OS' job. That was a good many years ago. He got an engine when I went up into the dispatcher's office. But we saw a good deal of each other even after that. Nothing ever came between us till he died."

"Yes, and when he died, what did you promise him?" Warner said thickly, for this was as great a grievance as he had against Graves.

"He sent for me," Graves said. "He asked me if I wouldn't look out for his son a little. He said you were a good boy but that you liked your fun. I told him I'd do what I could for you."

"Yes, and you did it!" Warner scoffed. "You certainly did it! You called me into your office and tied a can to me. You told me not to see your daughter again, not to write to her. Well, I just said to myself that I would see her once before I went away. I did, too. She said she'd wait for me. And I think she has. Five years! And never a word, never a line. A man who can wait like that has some good stuff in him, hasn't he, Graves?"

"Well, what has all this to do with me?" Graves asked, with a hint of a smile in his eyes.

"Nothing, absolutely nothing. I'm just serving notice on you that you're not to butt in on my business."

"You didn't bring me here just to tell me that," Graves said.

"Didn't I? Why did I then?"

Graves squared away at the table and leaned across it as Warner was leaning.

"I'll tell you why you brought me here," he said, and his tone had a quality of sternness in it which many men knew well. "You brought me

here to show off. You brought me here to show me that you had a roll of money. I'd already noticed your good clothes, though I didn't seem to. You've got a prosperous air. Apparently you've landed a good job somewhere. What is it?"

"I'm night chief on the Oregon and Western," said Warner.

It was his big moment, but somehow it didn't seem to come up to his expectations. His announcement seemed to fall flat. The Chief was looking at the end of his cigar again. When he spoke he reverted to the older happening.

"When I gave you the night job at Oldham I kept my eye on you from the start," he said. "I kept asking the third trick dispatcher how you were making it. At first you were right on the job. Then one morning a month or two after you started I was told that the dispatcher had had to put out an order at another station because he couldn't raise you toward morning. I don't deny that I had you looked up. Why shouldn't I? That's part of my business. I found you were pounding your ear now and then. You weren't getting enough sleep daytimes. I couldn't stand for that, could I? The Company wasn't paying you to trot around daytimes and look at the scenery. It was paying you to rest so that you'd be Johnny-Wide-Awake at night. That so?"

"That's so," Warner assented. "But you know damned well that if you had called me on the carpet and had given me a bit of fatherly advice; if you had been a father to me as you promised my 'dad' you would be, I'd have braced up. I suppose I was the first operator that ever slept on duty in your experience."



"Graves," he said, as he leaned across the table, "I've traveled nearly a thousand miles to meet you face to face"

"No-o," Graves conceded. "And I'll go further than that; I'll say that I haven't fired every operator that pounded his ear a bit. I don't countenance it—no man does if he knows his job—but I was rather more severe with you than I would have been if the circumstances had been otherwise."

"Sure!" said Warner. "That's the point I'm making. You had promised my father, when he lay dying, that you would give me a square shake. You didn't. Why, you didn't give me as square a shake as you would have given an entire stranger. That right?"

"That," said Graves, "is perfectly right. And I'll add something to it: I said to myself, when I sent you to that office, that I would fire you the very first time I got anything on you."

Anger seemed to lie hot between the two men now. Graves' tone had been angry. Warner could not see that there was a twinkle in his eyes.

"And the reason you fired me was because you knew that your daughter and I planned some day to marry," Warner gritted. "You knew we had been sweethearts ever since we had been in school. You fired me on your daughter's account. You wanted to part us. You started in this business just exactly as I started. Yet you thought I wasn't good enough for your daughter."

"I admit I fired you on my daughter's account," Graves said. "I intended to protect her. I wasn't going to have her hooking up with a man that wouldn't give the road the best there was in him. And that's all there was to that."

There! Warner had made him confess. Now to the climax. He got to his feet.

"No, you needn't come with me, Graves," he said harshly. "You can stay here or go wherever you damned please. I'm going up to your house. I'm going to see your daughter. I'm going to ask her to marry me. I know she'll do it. I know she's been waiting for me. I'm as good a man as you are. Comparatively, I've got as good a job. It's a better job than you had when you married Grace's mother. If you interfere with me—well, you'd better not!"

Graves did not look as if he were going to interfere with him or with anybody else. He had taken another cigar from his pocket and was lighting it. Warner grinned sardonically. He thought he had bluffed the Chief. It had been easier than he had expected. He started to walk away from the table.

"By the way, Warner," Graves called after him.

Warner came back. Graves was again annoyingly looking at the burning end of his cigar.

"How's Jack Hedges getting along out there?" Graves asked.

"My Chief?" Warner wondered.

"Your Chief," Graves assented.

"Why, he's getting along fine," Warner said. "He's the best friend I have in the world. A squarer, better man never lived. You know him?"

"Um, slightly," Graves answered. "He and I pounded brass together years ago. I—"

"No, you don't," Warner interrupted. "I see what you're up to. You think you'll get me to talking about Hedges and then you'll hand me some salve and turn me away from what I came here for—to see your daughter. But it won't work. Nothing'll work. You can't wheedle me. You can't bluff me. I'm on my way. By the time you get up to the house I'll have seen Grace and fixed things with her. She won't listen to any argument you put up. We'll marry in spite of you."

He wheeled and went definitely away from Graves. The Chief sat there alone at the table for a long time, smoking, his head bent, the look which memory brings in his eyes.

He thought of his own marriage, when he had had only an "OS" job. He thought of the death of his wife after five years of such happiness as few men know. He thought of Warner's father dying. He recalled the promise he had made Warner.

"And I reckon," he murmured to himself, "I kept that promise better than the boy knows."

In thirty minutes he arose and went out of the hotel. He walked home under the summer stars. His head was bent. There was a look of sadness in his eyes. He was like a man who gazes upon scenes long past. It was a moving picture of life. Sad scenes there were and glad scenes; scenes to warm a man's heart or to fill it with a longing which, for him, could never be satisfied.

"Life is like that," he said to himself as he opened his front door. "I hope there is more of joy than sadness in it for these two."

He went noiselessly into the hall. At his left was a curtained door. He put the curtains aside and stood in the doorway. Warner and his daughter were sitting at the opposite side of the room. They got to their feet quickly, the girl a little confused, the man defiant.

"Hello, Grace," said Graves and there was a twinkle in his eyes, "got your beau back, have you?"

They stared at him blankly. There was no mistaking the fact that he was no longer opposing them. The girl took a step toward him.

"I'll be back in a minute," he said. "I don't want to intrude, but I've got a letter upstairs that I want to show to this youngster. Maybe it will enlighten him."

He went upstairs and took an envelope out of the drawer of his desk. From the envelope he took out a sheet of tissue paper. It was a copy of a letter he had written five years ago. He smoothed it out and read:

"*Dear Jack*—I want you to do a little favor for me. A youngster named Henry Warner is headed out your way, looking for a job. In fact, I am heading him your way. I want him to fall into your tender clutches. I've just fired him for pounding his ear on duty. Nothing serious, but a bad beginning. I'm interested in him because he has the nerve to want to marry my daughter. I don't suppose I can stop him even if I wanted to. When I fired him, I relieved one of my best men. Warner doesn't know him and he will fall in with Warner and tell him there are plenty of jobs on your road. When you place him, watch him like a hawk for my sake. Let him understand that at the first slip he'll be fired. He wouldn't lose this second job for all the gold in the western hills. I think it'll make a man of him. I've got to make a man of him, Jack, for two reasons: I don't want to break my daughter's heart, and I must keep a promise I made to his father. Let me know how things turn out.

Sincerely,

THOMAS GRAVES."

The letter was addressed to Mr. John Hedges.

Graves went downstairs with the tissue paper in his hand.

"I guess he won't be so high-and-mighty when he reads this," he chuckled to himself. "If he is I'll just show him all the letters I've had from Jack, tipping me off as to how he was getting along. He broke the news that he was night chief as if he thought I would drop dead. As if I didn't know about it the very first night he sat in on the job!"

Through Sleeping Car Service Between Washington and Detroit

Have You Told Your Friends?

ANY additional train service not only affords new traveling advantages for our patrons, but also establishes a prestige for our Railroad and furnishes interesting points of conversation for its employes.

With the Summer Schedule of the Baltimore and Ohio, effective June 13, a new sleeping car line was established between Washington, D. C., and Detroit, Mich., via Pittsburgh, New Castle, Youngstown, Akron, Deshler and Toledo over our own rails, thence to Detroit over the Pere Marquette.

The through cars westbound are attached to No. 5, the "Chicago Limited," leaving Washington at 1.35 p. m., arriving at Toledo at 5.10 a. m., and at Detroit at 7.25 a. m. Eastbound, the cars leave Detroit at 12.10 p. m., Toledo at 2.15 p. m., arriving at Washington, D. C., at 9.00 a. m., on the "Chicago Special," No. 8.

The cars will enter and depart from Detroit at Fort Street Station, located in the very heart of the business and hotel district.

The establishment of this line of sleepers was deferred for some time until the train service could be so adjusted as to afford the very best service through the cities named. It will be a boon to dealers in automobiles and in automobile accessories, rubber goods, etc., and will be a direct line from the great automobile manufacturing centers to the distributing cities of Baltimore, Washington, Richmond, Norfolk and the South.

An additional line of sleepers was established at the same time between Pittsburgh and Detroit, leaving Pittsburgh on No. 15 at 6.45 p. m., New Castle at 8.45 p. m., Youngstown at 9.15 p. m., Akron at 10.50 p. m., arriving at Toledo at 5.10 a. m. and at Detroit at 7.25 a. m. Returning, leaving Detroit on Train No. 16 at 10.15 p. m., Toledo at 12.15 midnight, arriving at Akron at 8.15 a. m., Youngstown at 9.45 a. m., New Castle at 10.24 a. m., and Pittsburgh at 12.30 noon.

"Our Passengers are Our Guests."

Colonel Emerson's Story

The conclusion of the story "Through Soviet Russia with the Czecho-Slovaks," by Colonel George H. Emerson, Chief of Motive Power, will appear in our August number.

Opportunity! Is It as Big as Ever for the Railroad Man?

By C. W. Galloway
Vice-President, Operation and Maintenance

OPPORTUNITY! Is it as big as ever for the railroad man?—Bigger, better and more numerous. That is my answer. BUT—there are a lesser number of men, unfortunately, who hold themselves in a state of preparedness to grasp Mr. Opportunity by the hand when he honors them with a visit—and hold him. For, in order to hold him you've got to be deserving of his friendship and favor, and as he is a very sagacious old gentleman you can't fool him. He can sight or nose a camouflage a mile away.

When one expects a guest one makes due and decent preparation for his reception and entertainment. Now Mr. Opportunity is a guest, one who means much, very much, to you. He ought to be more than welcome. He is the rich old uncle. Your future well-being, your contentment and happiness, your place in the world, depend upon the reception that you accord to him, the preparations you have made for him in your house. The contents of that house will determine his future relations with you and gauge the length of his stay. He doesn't care a finger snap about gimcracks and gewgaws, for he is a practical old fellow; but he delights in the well ordered and the practical. I don't mean to imply that he objects to beautiful things in your house. He doesn't. He not only admires, but awards to them a very decided, a high value in the arrangement of his scheme of life. In doing this he is simply following the example of a Higher Power, Who peoples His soil with poppies as well as potatoes. But like the Lord, Mr. Opportunity cares not a fig for gewgaws.

Dropping the figurative, let me repeat that there are more and greater opportunities today than ever before. There is always room at the top, and there always will be. But no man can attain to the upper rung or any other rung, head-high, if he merely stands at the ladder's foot and gazes up at the top, as though he were in a state of stupefaction, beholding Jacob ascending through the clouds of Heaven and vanishing into the invisible and impenetrable Beyond.

He's got to climb himself. He's got to endure the heat and sweat of the day, and betimes, too, he's got to burn the midnight oil, and then some.

The young railroad man (and this applies to every other vocation)—whether he be employed on the line, in the shop, on the station platform, at a draftsman's table or a clerk's desk,—in order to succeed, must have will, determination and vision, purpose and plan. He should have charted in his mind the line of positions stepping upwards along the line from his own place, his own rung on the ladder, clear on to the President's chair. Of course, we can't all be Presidents, but the ambition neither hurts nor hinders; on the contrary, it's a big help. His campaign for promotion must embrace acquisition of knowledge and information of, and a thorough familiarity with the duties, not only of the position he now holds, but of the position next above and the one next above that again, together with the cultivation of self-reliance and self-confidence. These latter are the more readily acquired, and insensibly come of themselves in the practice of the simple plan outlined above. In other words, when a vacancy occurs in the class just ahead he must be competent and ready to move up and fill it satisfactorily.

I cannot too strongly dwell upon the importance of possessing self-confidence, absence of timidity. Please differentiate between what is commonly called "cheek" and self-confidence. The one is offensive and repellant; the other is pleasing and attractive, and of itself induces and begets confidence and trust in those with whom it is brought in contact. Self-confidence is born of and is synonymous with possession of positive knowledge, which can be imparted with promptness and stated with a directness and certainty which cannot be refuted or successfully attacked. He who is so fortified is invulnerable and his progress cannot be stopped. Remember what old General Dumouriez reported to the Council at Paris after the young Corsican stripling, Napoleon, had driven the English out of Toulon: "Promote him or he will promote himself."

Set down as unworthy that young man who rails, as many do, at the lack of opportunities for advancement today as compared with 25 years ago. So many men do not get ahead because they are utterly indolent do-nothings; and this curse of sloth is apparently on the increase, concurrent with the constant effort toward reduction of work-day lengths. Some of these whiners remind me of the fellow who won the prize for laziness. Lying in the sun with other sluggards, he told the seeker after a horrible example, to put the dollar prize in his pocket, as he didn't want to undergo the exertion of rolling over or changing positions to do it himself. Like this sluggard, their conception of opportunity is that it be thrust into their hands with a copper riveted guarantee that their fortune shall be made without effort on their part.

OPPORTUNITY is enlarged in any avocation in degree with the growth and expansion of its business. The greater the business, the greater the opportunities for the advancement of the individual. In this year of 1920 the railroads comprise a vastly more expanded and important transportation machine than it was a quarter of a century ago. Why, within my own time I recall that the annual gross earnings of the Baltimore and Ohio were only between 16 and 17 millions of dollars; now its annual gross earnings are in excess of 200 millions. The growth of the business alone has greatly increased the opportunities, in breadth, in bigness and in numbers; while the advance of scientific methods in the handling of traffic has thrown open the door of opportunity so wide as to give it dimensions of an entire barn wall compared with the narrow entrance to a cow byre; of a 10-wheel Mallet locomotive compared with the little Atlantic of revered memory, which now reposes in a quiet corner of the Martinsburg roundhouse.

Anything worth having is worth striving for, worth fighting for. The royal road to Success is broken by many rough places. It is studded with jagged rocks and strewn with many a broken bit. But these are not insurmountable and will yield before the persistent hammering of diligence and courage and steadfastness which make smooth the way.

At the feet of efforts such as these, reward is laid freely, ungrudgingly, by Mr. Opportunity, who willingly becomes friend and servitor and rejoices.

Importance of Book of Safety Rules*

By R. N. Begien
General Manager, Western Lines

WE HAVE a new Safety book here. It says exactly the same things that we have been saying in these meetings, and we are all familiar with every word there is in it. Its publication and distribution among our employes is a good thing. It brings to their attention in a very personal way the things they ought to do to make themselves and their fellow workmen safe.

We have other books of rules—the Maintenance of Way Book of rules, the Maintenance of Equipment Book of Rules and the Transportation Book of Rules. These are our laws, which govern the running of this Railroad. But this book of rules is just as important as any other. In fact, it is more important, because these other books of rules really tell us how to accomplish what is in the Safety book. The Transportation Book of Rules tells us how to operate trains with Safety; the Maintenance of Way Book of Rules, how to maintain our track in Safety, and the Motive Power Book of Rules, how to load cars safely and operate our engines safely, etc.

In carrying out the Transportation Book of Rules each division officer is supposed to make a certain number of tests, and we even go to the extent of designating just what those tests will be, and we check up to see if he did personally make these tests, record the results of the tests, and follow up from month to month failures to carry out the designated tests.

There is a tendency to suppose that the Safety Committee is the only agency for carrying on the Safety work. They have done a great deal. They have done a great deal more than I thought was possible when we first started our Safety work. I had no idea that we would secure anything like the results which have been attained in carrying on this work. I didn't believe it possible. I thought we were safer than the results indicate that we were.

Men Must Be Taught Rules

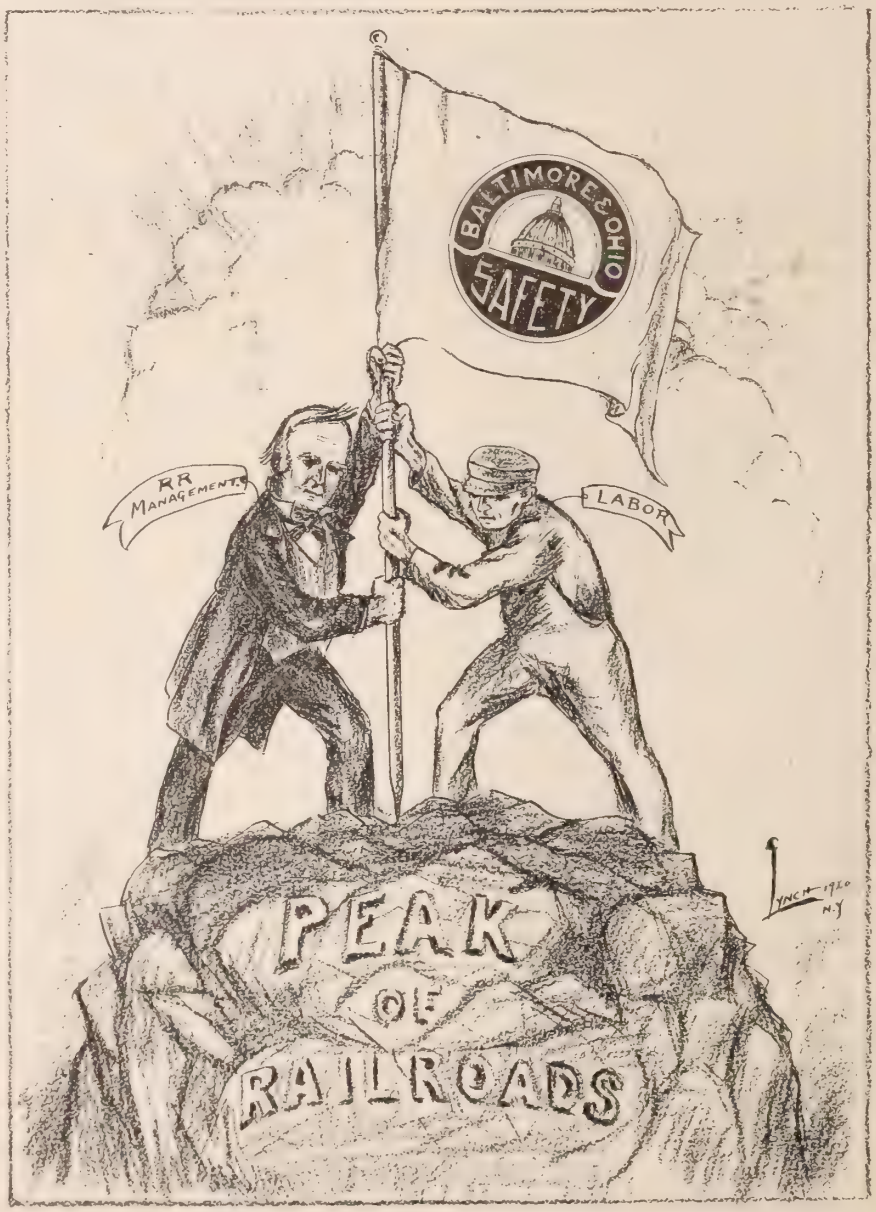
It is not necessary to go into the details of the rules; that is not what we are here for. We are a committee organized to provide ways and means for carrying on the work. The adoption of general standards of Safety are part of our work, but the most important thing of all is to carry on the teaching that is necessary to spread them to the men who really get hurt and who hurt others. The men down the line who switch the cars and who use the lathe and who tamp the ties must be taught and must be made to understand not only how they should do these things properly, but also that their fellow workmen are entitled to a certain amount of attention and care to see that they are not hurt by the actions of any careless employe or one ignorant of the rules. That is the job of you gentlemen here—to pass the word down the line, and unless you do that, there isn't a chance in a million of our being as effective as we otherwise might be.

Violations Mean Either Lack of Instruction or Respect

We know very well what is contained in this book, we understand the subject ourselves, but I know that this word is not being passed down the line as well as it might be, because as I go over the line I see violations of these Safety rules. I see men violating these Safety rules when they know that we, who are their officers, are looking at them, and when men do that, they are either lacking in respect for their officers or they have not been properly instructed.

Great Progress Possible

I consider it entirely possible to make just as much progress in the next year or two as has been made in the past year or two, and I hope everyone here will think about it and feel about it just as strongly as I do, and pass the word along. That is



Cartoon by James Lynch, Pier 22, New York

* This is a part of Mr. Begien's address at the meeting of the General Safety Committee, Western Lines, at Cincinnati, Ohio, June 11, 1920.

the big thing for this committee to do.

Think how the attitude on this subject has changed in the past few years. Only 15 or 20 years ago on railroads accidents of all kinds were considered a usual part of railroading. We used to have horrible accidents, and apparently they were taken as part of the game.

Today bad accidents on a railroad are rare compared with what they used to be. This has not been brought about by chance, but by a carefully planned campaign. The Baltimore and Ohio has every reason in the world to feel that it was a pioneer in this campaign of Safety work. It was the first railroad east of the Mississippi River, and the second in the country, to take up this work. I believe we are entitled to say more than that. I remember the facts quite well about the western campaign. I believe that, whether the campaign on the western road started sooner than ours or not, it is a fact that our campaign took a definite form first and began to get definite results first.

Safety Is First at Staff Meetings

As soon as we bring our division superintendents in to the next staff meeting we will devote our first hour to this subject, and it shall be the first order of business to consider the Safety work. This is one thing we are not going to let lag around here if we can help it.

I think it would be a good plan if the General Superintendents could find it convenient to attend some of the Safety meetings on the divisions.

Pass the Word Along

The word is to "pass it along"—that is the main thing, "pass it along." As a General Committee we are assured we are getting some results, and these results are the fruits of a planned campaign. If we "pass it along" down the line we will get better results. Nothing is so good for the Safety campaign as the rigid enforcement of the rules which are laid down for the Safety of our employes.

SAFETY DEPARTMENT

Record of Shops, Showing Man Hours Worked Per Injury, April, 1920

Honor Roll Shops Are Those Having No Reportable Injuries

This Month's Honor Roll	Injuries	Man Hours Worked	Rank in March
Gassaway	0	55,043	13
East Dayton	0	49,665	2
Cone	0	36,601	Honor Roll.
Stock Yards	0	35,916	32
Haselton	0	29,667	Honor Roll.
Zanesville	0	23,677	26
Seymour	0	21,091	Not Shown.

Rank	Shops	Man Hours Worked	Number of Injuries	Man Hours Per Injury	Rank in March
1	Lorain	128,765	1	128,765	1
2	New Castle	114,909	2	57,454	3
3	Rossford	51,636	1	51,636	9
4	Washington	235,167	6	39,195	4
5	Lima	109,531	3	36,510	14
6	Fairmont	70,142	2	35,071	12
7	Weston	32,138	1	32,138	Honor Roll
8	Somerset	31,250	1	31,250	Honor Roll
9	Lincoln Street (including Roby Street)	92,854	3	30,951	29
10	Benwood	123,159	4	30,789	5
11	Glenwood (Master Mechanic)	122,142	4	30,535	24
12	Flora	27,931	1	27,931	6
13	Painesville	54,463	2	27,231	Honor Roll
14	Ohio River (High Yard)	53,861	2	26,930	28
15	East Side	134,318	5	26,864	21
16	Storrs	98,098	4	24,524	11
17	Ivorydale	161,578	7	23,082	18
18	Grafton	136,262	6	22,710	25
19	Cumberland (Master Mechanic)	256,101	12	21,342	20
20	Cleveland	97,957	5	19,591	10
21	East Chicago	39,158	2	19,579	Not Shown
22	Glenwood (Back Shop)	193,385	10	19,338	7
23	Ohio River (Low Yard)	75,075	4	18,768	31
24	Connellsville	152,946	9	16,994	27
25	South Chicago	83,694	5	16,739	15
26	Chillicothe	141,480	9	15,720	8
27	Newark	290,501	19	15,289	17
28	Brunswick	115,608	8	14,451	33
29	Holloway	69,673	5	13,930	Honor Roll
30	Keyser	239,404	18	13,300	30
31	Willard	101,872	10	10,187	16
32	Garrett	152,746	16	9,546	35
33	Mt. Clare	489,846	53	9,242	19
34	Cumberland (Back Shop)	110,819	14	7,916	23
35	Martinsburg	27,513	4	6,878	22
36	Riverside	155,152	24	6,465	34

A Lesson from Australia

THE experience of other countries with state-owned railways is of especial interest to Americans in these days of socialistic suggestion and Plumb Plan propaganda. The Commonwealth of Australia furnishes a case in point. Both physically and as to the character of its population, Australia resembles America more closely, perhaps, than any European nation in which the experiment of government ownership of railways has been tried; and while, as a Kansas City contemporary points out, there is no positive assurance the outcome of the plan in the United States would be the same as it has been in Australia, still the comparison is more logical than would be a comparison with results in smaller and more densely populated nations. Here is what the Australian representative of the London *Times* has to say on the present Australian railway situation:

"It is not surprising that the state railway services of Australia, where practically the whole mileage throughout the commonwealth is owned by the different states or by the federal government, are in a state of non-progression. It could not be said that they are stagnant, for they are used, especially during our frequent shipping disturbances of the peace, to their full capacity. But, mainly owing to the cessation of the influx of loan capital during the war, new construction languishes or has ceased.

"Owing to the large and repeated demands of labor, the prices of coal, material, and workmanship have all advanced, with reflected increases in all classes of freight and passenger rates, and owing to a rule-of-thumb administration by men not of the highest type of administrative knowledge and vigor, the railway services are not now so fast, so convenient,

or so cheap as they were 10 to 20 years ago.

"Difficult as it may be to credit it, railway traveling in Australia on the main lines is actually slower than it was 15 years ago; the rolling stock is less adequate, the permanent way is no better, if not worse, and the human service rather more independent and casual. And all is far dearer. So that if the British railway traveler is sometimes apt to wish that he had a different regime of administration, let him be advised by an Australian rather to bear those ills he has than fly to others that he knows not of.

"It is true that sooner or later the people in Australia do contrive to make their opinions felt in Parliament and in railway administration. But it is a long, slow process, for bureaucracy is at all points mutually supporting, and no individual has the patience to conduct the interminable official correspondence necessary to secure some reasonable amelioration."

We have had a taste of railway bureaucracy in the United States in late years, and as Senator Lodge so aptly said the other day, "there was universal dissatisfaction with the government management and it was a just dissatisfaction. The experiment failed and should not be renewed."—*Railway Review.*

The Railroad Problem

How a Rate Increase Affects the Public

From The Girard Letter

RAILROADS of the country need a billion dollars more income a year. To get it they have asked the Interstate Commerce Commission to increase freight rates 30 per cent. What would such an increase mean to the average person?

For a family of five, a 30 per cent. advance in freight rates would represent for all the food eaten in one week just the price of a shoe shine. Ten cents would be the maximum increase on the cost of food, while the increase in the cost of clothing for a week is too small to be figured out in any coin now minted by the United States.

Let a hundred men each order a good steak at a first class hotel and the bill will be not less than $150.00 for the dinner. How much more would those hundred steaks cost the Philadelphia meat dealer were the railroad to get a 30 per cent. increase for hauling them from Chicago? Just twenty cents for the lot.

The after-dinner cigar of one man at the table would equal the whole extra cost of the beef for the entire party of one hundred!

A rise in freight rates might be used as an excuse by dealers for boosting food and clothing prices to consumers, but in reality, it would be almost impossible to translate such an increase to individual cases because it would be so small.

Thus, a man in Philadelphia who buys a pair of shoes made near Boston would have to be taxed exactly one-half a cent for the extra freight rate; that being the additional cost of carrying a pair of shoes to him from there.

A man will pay $5.00 for theatre tickets, plus the 50 cents war tax and regard the transaction as an evening's amusement.

But that war tax alone on those tickets would just pay for the extra freight charge in carrying 100 suits of clothes from the Philadelphia maker to their Baltimore wearers. Precisely half a cent for the best suit of clothes is what that 30 per cent. increase spells when the suit is carried by a railroad, say 100 miles.

Go to a baseball game any afternoon and you will see men stand in line for the privilege of buying a ticket for a good seat to see the game. Just the war tax alone on one such baseball ticket equals the proposed additional freight rate on all the hats worn by 150 St. Louis baseball fans, whose headwear was made in Philadelphia and shipped 1,000 miles by rail.

In other words, 37 cents will pay that 30 per cent. freight increase on more than 500 Stetson hats sent all the way to the Mississippi.

Vice-President George Dallas Dixon, of the Pennsylvania Railroad, figured from the rate schedule a few few years ago exactly what a 15 per cent. increase in freight rates at that time would mean to your table.

For a family of five, it meant 3½ cents in one week. And Mr. Dixon took a family of good average size for the basis of his calculations.

It is astonishing what a small fraction of the cost of what you eat and wear and read goes to a railroad for bringing the things to you.

A 30 per cent. raise in freight charges now would add only one-tenth of a cent to the cost of an ordinary book brought from New York to Philadelphia—a sum too small to make any difference in the price you would pay for it.

Twenty-two cents, which is what a 30 per cent. increase would be, would just pay for the increased cost of the two eggs you will eat every morning for the whole of next year—even supposing the only eggs you could get had to come all the way from a Chicago warehouse to Philadelphia.

For the flour that goes into a family's bread, the extra charge would be negligible—only 12½ cents for 100 pounds of flour transported from Minneapolis to Philadelphia.

The railroad carries 100 pounds of butter from a creamery in the West for the sum you pay at the corner grocery for one pound of it.

A Montgomery County farmer who needs 100 pounds of nails for building a new barn could get them under the advanced freight schedule, hauled from New Britain, Conn., where they are made, for 9½ cents extra.

* * * * * *

But, some people say, why pay anything more to the railroads, even thought the sum be small?

Our answer is that if railroad freight rates are advanced, the cost of living will be reduced a good deal more than the small amount involved in the increase.

The big trouble today is that the railroads are unable to handle the nation's business. In four years, that business jumped more than 40 per cent., but the railroads had only enough money to increase the cars and locomotives to handle it by two per cent.

Thus, railroad poverty has brought a transportation famine upon the United States and added greatly to the cost of commodities through inability to move them.

"Let every mine have all the cars it needs for two weeks," said a Pennsylvania state coal operator, "and the price of coal at the mine will drop $4.00 a ton. Only our inability to ship coal to our customers, which creates a constant scarcity, keeps the price of coal up where it is."

The only thing which railroads sell is transportation. Therefore, make transportation so plentiful that every shipper can buy all he requires of it, and this artificial famine in almost every commodity we use will disappear and prices must decline.

* * * * * *

Lack of funds for years past has prevented all the railroads, rich and poor, big and little, from manufacturing enough transportation to supply America's demands.

They have not had the capital to pay for cars, locomotives, tracks, and station facilities and have not been able to get capital because their business has been made unprofitable by law!

Hence, if America wants more transportation and a return to normal living costs, it must help the railroads to get the money needed to build cars, tracks, and locomotives. The only way that can be done is to advance freight rates, in order thus to enable the railroads to secure the capital required.

President Willard of the Baltimore and Ohio was exactly right when he testified that an increase in freight rates would decrease the cost of living.

He knows, as every other student of the railroad problem knows, that as soon as there are sufficient cars and tracks and enough motive power to pull all the trains, the output of commodities all over the country can instantly be speeded up; and that will bring down the cost of your clothes and your table.

Instead of taxing the people more, a higher freight rate will reduce taxes because the revenue from those higher rates will immediately be spent by the roads to supply more and more transportation, which is the first essential for carrying on our country's business. It is more, it is the one vital necessity.

* * * * * *

If builders had sufficient funds to erect in Philadelphia 10,000 new houses, the general selling price of houses would fall and the size of rentals decrease.

Had the farmers of the United States enough labor to cultivate all their fields economically, the prices of all food would shrink.

Had the banks unlimited funds to lend, the rate of interest would go down.

In every case, an increase in quantity of a commodity tends to lessen its selling price.

It cannot be too often repeated that the only commodity which a railroad sells is transportation. But a Federal law prevents an increase in the price of this commodity, otherwise under the law of supply and demand it would be double the present rate because of the keen competition to obtain supplies. No Federal law, however, prevents a rise in the price of everything a railroad company is compelled to buy.

The railroad is a nationally restricted industry, and has been restricted to a degree where it has ceased to be able to serve the people as they wish their railroads to serve them.

It seems incredible that a nation of sensible business men should acquiesce any longer in these conditions. The new Transportation Act, if carried out in its spirit by the Interstate Commerce Commission, will change this; but public approval must support the Commission.

The figures of the few illustrations given above show the trifling sums involved for each person were the nation to stop paralyzing our railroad systems and keeping from consumers the things they need in their individual lives every day.

People pay gladly an increased price for diamonds, but groan when the railroads ask for a third of a cent more to carry food for them a distance of 200 miles.

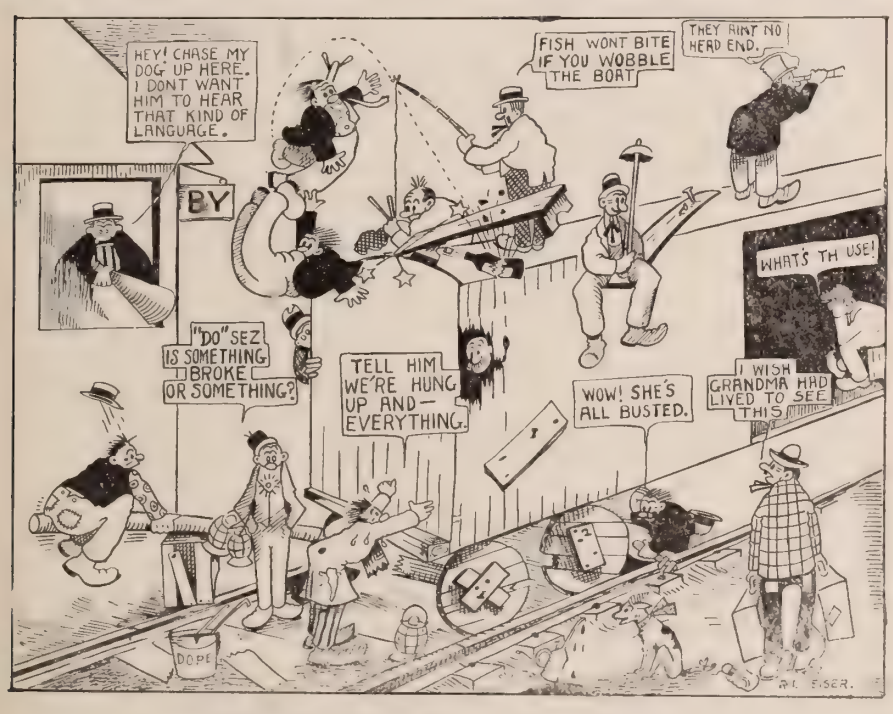
That handsome new limousine, which is 100 per cent. luxury, will cost the buyer $3,000 more than a similar car five years ago, but never a protest from the purchaser who has the price. Then why should he consider that he is being robbed if a railroad collects $32.00 more to bring that car to him all the way from Detroit?

The same feeling has existed relative to street railway fares in cities. Attempts to increase the charge have been denounced as robbery. Riding in a trolley car is for millions a daily necessity, and the difference between good and bad service affects everybody.

To promote better accommodations by a slight increase of a penny or two in fares is fought against as an outrage; while at the very same time no organized protest is heard against increases for admission to all forms of amusement. People pay a dollar or two more for theatre tickets, but object to an increase of a penny or two in the fare on the trolley car which carries them to the theatre; although they know that an increased car fare is necessary to promote their own accommodation and comfort. It seems a curious twist in human nature to object to the penny added to the cost of a necessity and acquiesce in the dollar when it comes in the form of pleasure.

People seem to forget that the common phrase formerly in use relative to transportation rates "to charge all the traffic will bear," can be misunderstood and misapplied under differing circumstances—like many other sayings.

The time has come when it should be recognized by everyone that traffic



When th' Drag Hangs Up at Baileys

By Robert L. Heiser

Third Trick Dispatcher, Baltimore Terminal Division

Oh! how'll we get 'em through, boys?
How'll we get 'em through?
Th' drag is down at Baileys
'N number twelve is due.
A hundred cars from Locust Point
'N ten more down at Camden,
'N Marshall says "Th' drag has up 'n
Gone to work 'n rammed 'em!"

Oh! how'll we get 'em through, boys?
How'll we get em' through?
Th' drag is down at Baileys 'n
Biddison's down there too.

Th' dispatcher bows his head in prayer
'N the 'phone begins to ring,
"Oh Lord, give me a pair of skids,
A track, or some new thing."

Browning's got 'em into clear,
Smitty's in th' hay,
Th' chief has got his dander up
'N there is—well, I say,
Th' drag is down at Baileys
'N number twelve is due,
Oh! how'll we get 'em through, boys?
How'll we get 'em through?

ought to be charged all that it will bear—that is, all it is right it should bear; because unless it is so charged the means of transportation for the people who pay it and for all their manifold individual needs and business cannot be furnished.

The only alternative is government ownership of railroads and all other public utilities and allied business, with a consequent enormous increase in general taxation and with the certain paralysis also of American individual activities which have hitherto developed this great and growing country.

The Flag

"Thou hast given a banner to them that fear Thee, that it may be displayed, because of the truth."—PSALMS LX-4

THE striking conception, "The Flag," on the cover of this issue, is a beautiful symbol of the place the National Emblem should have in the consciousness of every American.

The engineer, guiding his train along the winding reaches of the Patapsco as it parallels our Old Main Line, emerges from the shelter of the sloping hills and the darkness of the night, and, as the turn in the road gives him a clear sweep of vision to the Relay Viaduct and the eastern horizon beyond, the flag, painted by the Creator with the rays of the rising sun upon the palette of the cloud-flecked sky, proclaims the new day as it bursts in all its glory upon him. The flag, born of the lofty idealism of our forefathers, upheld by the sacrifice of their sons even to our own generation, and that shall mean, please God, the New Day to the millions who seek its protection and own its sway, until the end of time.

The flag is the outstanding symbol, the one rallying point of our nation. Other nations have their kings and emperors—and they pledge allegiance to "the Crown." In Napoleon's time, the French—mad for conquest—worshipped his far-famed Eagles. We have only the flag, the Stars and Stripes, emblem of our national unity and allegiance.

The Great War, with its rekindling of patriotism among our people, brought with it a more universal use of the flag than ever before in our history, and with it, almost inevitably, a tendency to such forms of display not worthy the flag itself or the ideals for which it stands. What, then, was the original conception of the flag? What does it mean? How should it be used?

The Origin and Development of the Flag

Prior to 1777 each of the 13 colonies had separate designs of flags. The need for a uniform flag representative of the struggling states was generally recognized and many designs were presented to Congress.

"Old Glory"—the Stars and Stripes—was born on June 14, 1777, when Congress resolved "That the flag of the United States be 13 stripes, alternate red and white, the union be 13 stars, white in a blue field, representing a new constellation." The Father of our Country, assisted by a committee appointed by Congress, directed the preparation of the first flag. Living in Philadelphia at that time was Mrs. Elizabeth Ross and to her was intrusted its actual making. She was a manufacturer of flags for the Government for many years, her children succeeding to the business.

The "Betsey Ross House" is still standing in Arch Street, in Philadelphia.

Our present flag differs from the first design only in the number and arrangement of stars in the field. At first they were arranged in the form of a circle. The blue field, it is believed, signified the league of the united colonies against oppression, and symbolized Vigilance, Perseverance and Justice.

Congress ordered an important change in the flag to take effect May 1, 1795, namely, that the flag contain 15 stars and 15 stripes, one of each to be added with the admission of every new state. The two were added because of the admission of Vermont and Kentucky. It was soon evident, however, that with the admission of new states the beautiful symmetry of the flag would be destroyed and on April 4, 1819, Congress restored the number of stripes to 13, typifying the original 13 colonies, and ordered a new star added on the Fourth of July following the admission of every new state. The first flag made following this order had the 13 stripes, and 20 stars arranged in the form of a large star.

Traditions of the Flag

I never think of the flag that I do not recall the beautiful tribute always paid it by the Union veterans of the Civil War. As they pass it, displayed from staff or pole, if in civilian clothes, they raise the hat reverently; or, if in their uniforms on a patriotic holiday, they give it affectionate salute.

The regulations and traditions of our Army and Navy hold the flag above every other symbol of national consciousness—standing with the National Anthem as worthy of our highest respect. No matter what the rank of the officer, even to the commander-in-chief, when the flag passes by, or the ensign (as the flag is called in the Navy) is hoisted to the peak, he comes to attention and salutes.

The color guard in the Army is the assignment sought by every smart soldier, for it is the greatest honor he can have. The color sergeant who carries the flag is spick and span, erect, proud, vigilant, as he presents it to the regiment, or directs its raising at Reveille or its lowering at Retreat. Carefully, tenderly, reverently, the flag is handled, and so that it never touches the ground. It is folded in a prescribed way at Retreat and deposited for safe keeping in the quarters of the commanding officer.

Readers of this article who have had the privilege of Army service will agree that no matter how fatiguing the soldier's daily grind, no matter how much trouble to spruce up for Retreat at the close of the day's routine, the inspiring ceremony itself, the lowering of the flag, while the National Anthem (irrevocably wedded to the Star-Spangled Banner itself through the immortal poem of Francis Scott Key) or "To the Colors" is being played, and rifles are clicked to the "Present," has an uplifting and thrilling effect that never fails to rejuvenate the body and fill the soul with a new baptism of patriotic pride and feeling.

What the flag means to the men of our Navy has been well expressed in a beautiful tribute to the flag written by Charles William Bowers, a former Baltimore and Ohio employe, in 1918.

It reads, in part viz.:

I have stood upon the deck of a man-o'war at the end of a harrowing day, with the smoke of infantry fire rising in the distance on the moutainside, as our land forces drove the enemy back, and fortress guns frowning from rocky heights before us. It was at that moment preceding the setting of the sun, when the blast of the bugle and passing of the word meant "Colors" and informed us that night was about to settle and the Stars and Stripes flowing above our deck would be lowered.

I turned aft and faced the Flag, like every other sailor and marine on deck and every other man above and below, on lookout in the crow's-nest, passing coal in the bunkers or whatever his place and duty and whether or not he could see the Flag. The notes of the bugle diminished as the Flag came down the staff, ceased when it was furled away; and soon only their reverberations lingered over the deep. Every hand, which had been lifted and held in position of salute, was dropped; we turned away filled with the solemnity and grandeur of the occasion and veneration for the Flag we served.

There was no twilight, no enchanting

period when day and evening flirt with one another and give the soul an intermediate hour of vanishing rays and deepening shadows in which to recline and contemplate. Night was upon us at once—black night. Not a light shone above water. Silent activity, restless vigil, darkness.

* * * * *

In the morning—ah, what a glorious recompense for the preceding hours of nocturnal anxiety and hardship amidst the rolling and pitching of the ship, the shriek of the gale and crash of giant waters! The storm had blown itself and its horrors away. The darkness was receding down the mountains, followed by the gray of dawn.

We were on the *qui vive*. The first call to "Colors" had sounded. Suddenly the lowering of the horizon exposed the edge of the sun and the sea was agleam.

The Flag mounted the staff and burst forth in all the glory of its Red, White and Blue; the bugle pierced the silence, its notes being repeated from the deck of every other ship in the fleet, the whole re-echoing across the water and among the hills in a glorious anthem of Democracy, while simultaneously above every vessel appeared in majesty the Stars and Stripes!

* * * * *

As the Stars and Stripes go down, darkness, tumult, chaos and misery creep forth. As the Flag rises, Light and Liberty shine forth to brighten and uplift mankind.

Not one but millions of men on land and sea have felt the same inspiration so beautifully described in this tribute. And not they alone but all of our people, and all through our history, have felt this reverence for the flag.

Misuse of the Flag

Several years ago certain thoughtless or unscrupulous men used the flag in unworthy ways to advertise their wares. Their practices were soon brought to a stop, however, by some of our patriotic societies, who had legislation enacted to prevent the commercializing of the flag.

We all love it and, when we wish to show our special pleasure or pride in any event or holiday, we are prone to make a too indiscriminate use of the flag. We paste flag stickers on the doors of our work shops, and the beautiful emblem soon becomes dirty and unsightly. We are handed miniature flags to place on the lapels of our coats—and they fall off and are soon lying in the dirt at our feet. We place flags on our porches, schools, clubs, shops and roundhouses, and leave them there—the targets of wind and smoke and bad weather. We fly the flag from barns and outhouses, from cabooses, engines and sheds, and permit it to become tattered and torn. We paint it on cylinder boxes on our locomotives and it becomes faded, forgotten, a mere stain of color and a disgrace to its original purpose and meaning.

Such practices tend to cheapen the flag in our sight and our esteem. A too liberal use of its beautiful design makes it a mere commonplace—and we soon become forgetful of its great history and what it really stands for.

Worthy Use of the Flag

The flag should never be permitted to fly in bad weather. In the Army during bad weather it is usually lowered and put in its authorized place under cover. Its surroundings should always be worthy of it. It should be hung in a dignified way (and not used for decorative effects) on the porches of our homes, on our churches, our public buildings, our offices and workshops, preferably on poles or staffs where it will not be soiled by surrounding objects. Its most fitting place is at the top of a pole where it can be flung to the breezes and where, in the clear upper air, we can, literally as well as figuratively, look up to it and pay it reverence.

It is a remarkable fact that although ours is the youngest of the great nations of the world, our flag is one of the oldest, so rapid have been the changes in the dynasties and territories of the older powers. The greatest changes have, of course, been brought about as the result of the Great War, with Russia's proud flag but little more than a memory and the royal standards of Germany and Austro-Hungary supplanted by recently adopted designs of these so-called republics.

There is, moreover, no flag on earth that has the spotless record of the Stars and Stripes. Born in the infancy of our Republic, it has never been the rallying point for an unworthy cause. The War of 1812, the Civil War, the Spanish-American War, the Great War,—in all these conflicts, Old Glory, undefeated and unsullied, has led the defenders of Liberty and the lovers of Humanity.

Symbol of Liberty and Democracy, it stands for truth, righteousness, honor and loyalty. Beloved by all who own its sway, it carries to the oppressed beyond its domain a message of hope and helpfulness. It's untarnished history of almost a century and a half is a challenge to us to rededicate ourselves to the great principles of humanity which have been developed and preserved under its protecting power, and to renew our vows of loyalty to it and to the Republic.

Flag Pledge

(As Used by Millions of Our Public School Children)

I pledge allegiance to my flag and to the republic for which it stands; one nation indivisible, with liberty and justice to all.

I give my head, my heart and my hands to my country; one country, one union, one flag.

Flag of our great republic, whose stars and stripes stand for bravery, purity, truth and union, we salute thee.

We, the children of many lands, who find rest under thy folds, do pledge our lives, our hearts, and our sacred honor to love and protect thee, our country, and the liberty of the American people forever.

A Socialist Speaks

ONE of the wisest writers in England is *Alexander M. Thompson*, well known as "Dangle" of the *Clarion*.

He is a Socialist, but not one who believes in the almightiness of any program, Socialist or otherwise. He sees the humanities. He is one of the many in England and America who are battling with great ability to save industry from the stupid men of Capital and the wild men of Labor. Recently Mr. Thompson said:

"Above all, we must restore the human relationship between the captains and the rank and file of industry.

"Too long has it been the function of the one side to exploit and of the other to resent and resist.

"This bad, old way leads to friction, bitter strikes, mutual hostility, and eventual ruin.

"The common people are not all slackers and strikers, who care for nothing but beer and wages.

"The employers are not all idle parasites, conscienceless profiteers and greedy bloodsuckers.

"Our business—on both sides—is *to restore and develop the humanities.*"

—*New York American.*

Seventy Empty Coal Cars Moved 415 Miles in 32½ Hours— A World's Record

When this article was shown to President Willard he said that it gave him the utmost satisfaction to know that the efforts which he and the Advisory Committee of the Association of Railway Executives were making to help relieve the coal shortage by a better car movement, had been so promptly and effectively backed up by Baltimore and Ohio employes

IN THE last issue of the MAGAZINE we had the opportunity of telling the story of the world's coal cargo loading record of the steamship "Malden" by our employes at the Curtis Bay Coal Pier. Now, just as we are going to press, comes another story of a record performance—a world's record, we believe, to the credit of Baltimore and Ohio men.

Our readers know that the newspapers have carried distressing statements to the effect that on account of the car shortage there was a possibility of the closing down of industries, particularly in the New York District, through lack of coal for power purposes. These reports reached their climax at about the time the announcement was made in regard to the appointment of the Advisory Committee of nine railroad executives, with President Willard as chairman, with plenary powers to handle car distribution on the American railroads. It was gratifying, indeed, therefore, that this record movement of empties back to the coal fields for loading was made by Baltimore and Ohio men to help relieve the shortage of coal and to set the pace in operating efficiency looking to a general betterment of the situation.

About July 1, our freight trains began to be operated from Philadelphia over the Philadelphia and Reading and Central Railroad of New Jersey into Jersey City, by our own crews, a new departure in our operating methods on the Eastern Lines, and at first opportunity General Superintendent Scheer, of the Baltimore District, planned to start this record movement to the coal fields to show how efficiently and quickly empties could be gotten back to the mines for loading.

The following tabulation tells the story of the movement in detail:

Called Jersey City 12.30 a. m., July 11, engine 4590, 70 coal cars.
Left Jersey City 1.50 a. m.
Arrived Carrolls 4.47 p. m.
Left Carrolls 5.53 p. m., engine 4521, 70 coal cars.
Arrived Brunswick 9.53 p. m.
Left Brunswick 10.05 p. m., engine 4870, 70 coal cars.
Arrived Evitts Creek 3.14 a. m., July 12.
Passed Viaduct Junction 3.34 a. m., engine 7145, 70 coal cars.
Arrived Rockwood 8.31 a. m.
Arrived Somerset coal region 9.00 a. m.

We were unable to secure pictures of all of the trainmen who helped make this record movement, but are glad to be able to show our readers the pictures of some of those reponsible.

The most remarkable feature of this movement was the record time in which it was made, an average of $12\frac{8}{10}$ miles per hour for the entire distance of 415 miles. The train was main-tracked at Carrolls, Brunswick and Cumberland, which means that instead of being run into the yards for changing engines or crews, it was given the main track straight through. This, however, did not interfere in any respect whatsoever with other traffic. There was not a single hot box, nor a broken brake beam, showing that the train was well inspected and in good condition mechanically before it started. Of particular interest was the fact that Conductor Byrd and Engineer Welsh, whose pictures are in the accompanying cut, handled the train from Jersey City to Carrolls, a distance of 190 miles.

Here is a great mark for us to shoot at. We are proud of the men who made this record and of the officials who engineered it. We would like to have a story like this to tell in every issue of the MAGAZINE. Who will give us the next one?

Crews Handling Record Run

	Engine	Engineer	Fireman	Conductor	Brakemen
Jersey City to Baltimore	4590	O. Welsh	R. E. Cox	W. T. Byrd	G. F. Ward, J. J. Grove, W. T. Martins
Baltimore to Brunswick	4521	H. Hobson	J. A. Bryan	W. D. Levy	G. Kouch, W. T. Lantz, W. Bozel
Brunswick to Cumberland	4870	G. T. Nield	A. Fanelli	C. H. B. Strailman	L. R. Crabtree, C. C. Graham
Cumberland to Rockwood	7145	E. L. Collins	J. L. Walsh	S. R. Ringler	L. H. Rice, J. C. Crosby, W. Reynolds



Left to right: Fireman R. E. Cox, Engineer O. Welsh, Conductor W. T. Byrd, Brakemen J. J. Grove, G. F. Ward and W. T. Martins

Allow Us to Introduce Our New Annex

By L. P. Kimball
Engineer of Buildings

EVERYBODY has heard about the new Annex, into which a number of our departments are moving, but those who are not being transferred there will be interested in knowing something about the building and the whys and wherefores of the change.

Located on the corner of Liberty and Lombard Streets, the "Sutton Building" will henceforth be known as the "Baltimore and Ohio Railroad General Offices—Annex," or, simply as the "Annex Building," as distinguished from the "Central Building."

The Annex Building was purchased for two reasons: to relieve congestion in the Central Building and to effect a saving in the high rents which we were required to pay for office space in outside buildings.

The structure is of brick, with eight stories and basement, and has available on each floor for office purposes, after necessary allotment of space to stairways, elevator shafts, private offices, toilets, etc., about 15,000 square feet, or 1,000 square feet more than we have on each floor in the Central Building. In addition to the furnishing of the interior and building necessary partitions, the Annex is being equipped with new stairways, fire escapes, electric elevators, adequate toilet, heating and ventilating facilities.

The occupancy of this building will be beneficial in bringing together in one structure the several large groups of the Accounting Department, which have been badly scattered.

By the time that this issue of the MAGAZINE appears, the following offices will have moved to the Annex:

	EMPLOYES
Auditor Passenger Receipts	196
Auditor Coal and Coke Receipts	125
Freight Tariff Bureau	76
Total	397

At the same time the Auditor of Freight Claims office, 103 employes, will be moved from the Central Building, a total of 500 employes occupying the Annex Building on July 1. These departments will occupy the second, third and fourth floors. It is expected to have the entire building ready for occupancy September 1, at which time there will be a total of about 1,400 employes assigned to the building.

Statement of Actual Average Miles Per Car Per Day

(Including Bad Order Cars)

DIVISION	MAR. 1920	APR. 1920	MAY 1920	Highest Monthly Record Performance since January 1, 1912	Per Cent. Increase or Decrease May, 1920, Over Best Previous Record Inc.	Dec.	Divisional Standing
Philadelphia	47.7	33.4	42.4	72.3	....	41.4	18
Baltimore	13.6	11.9	14.0	16.4	....	14.6	5
Shenandoah	14.7	15.0	17.0	23.0	....	26.1	10
Cumberland (East)	65.7	53.7	63.2	....	....	....	...
Cumberland (West)	42.6	38.0	43.6	....	....	....	...
Total	55.8	47.1	55.5	76.3	....	27.3	12
MARYLAND DISTRICT	32.5	26.7	31.5	....	....	....	...
Connellsville	30.3	19.9	29.4	32.5	....	9.5	3
Pittsburgh	22.6	13.4	23.5	34.4	....	31.7	16
PENNSYLVANIA DISTRICT	25.9	16.4	26.3	....	....	....	...
Monongah	14.0	13.6	16.4	14.0	17.1	....	1
Wheeling	14.5	12.7	15.3	15.5	....	1.3	2
Ohio River	29.5	22.2	25.9	37.2	....	30.4	15
Charleston	14.8	10.8	12.9	14.8	....	12.8	4
WEST VIRGINIA DISTRICT	15.5	13.5	16.5	....	....	....	...
BALTIMORE & OHIO EASTERN LINES	26.1	20.8	26.4	....	....	....	...
Chicago	34.2	20.5	31.0	41.0	....	24.4	9
Newark	28.6	17.2	26.7	36.9	....	27.6	13
New Castle	30.7	19.0	29.5	37.5	....	21.3	7
Cleveland	16.1	13.8	20.6	27.9	....	26.2	11
NORTHWEST DISTRICT	27.7	17.6	27.1	....	....	....	...
Ohio	59.8	42.9	48.6	69.5	....	30.1	14
Indiana	29.6	21.4	23.5	29.6	....	20.6	6
Illinois	26.1	16.1	20.2	29.7	....	32.0	17
Toledo	20.2	15.9	19.4	25.2	....	23.0	8
SOUTHWEST DISTRICT	27.6	20.8	24.1	....	....	....	...
BALTIMORE & OHIO WESTERN LINES	27.7	19.0	25.8	....	....	....	...
BALTIMORE & OHIO SYTEM	26.8	20.0	26.2	....	....	....	...

OFFICE GENERAL SUPERINTENDENT OF TRANSPORTATION—Baltimore, June, 1920.

H.O.Hartzell Elected President of American Railway Development Association

THE twelfth annual convention of the American Railway Development Association (formerly Railway Development Association), was held at the New Gibson Hotel in Cincinnati, June 16, 17 and 18. The membership comprises industrial, agricultural, immigration, publicity and real estate representatives of the various railroads in the United States and Canada, who meet twice a year to discuss methods, and to exchange ideas pertaining to the different phases of development work.

The program included a trip for the association members and local business men affiliated with the Cincinnati Chamber of Commerce, to the Procter and Gamble plant at Ivorydale, and the factory colony at Oakley, as guests of the Baltimore and Ohio Railroad.

The election of officers resulted in the unanimous vote of the Association for Harry O. Hartzell, manager, Commercial Development of the Baltimore and Ohio Railroad, for President during the ensuing year. Other officers chosen were: First Vice-President: D. C. Welty, commissioner of agriculture, Missouri Pacific Railroad; Second Vice-President: George E. Bates, assistant to the general manager for Industrial Development, Delawaie and Hudson Railroad; Secretary-Treasurer: J. B Lamson, agriculturist, Chicago, Burlington and Quincy Railroad.

At the annual dinner of the association, Vice-President Fries made an interesting address on the activities of the Baltimore and Ohio Commercial Development Department and the general problems confronting the railroads today. Mr. John N. Coverdale, secretary of the American Federation of Farm Bureaus; Mr. John L. Shuff, general manager of the Union Central Life Insurance Company of Cincinnati, and President Hartzell, were the other speakers. Governor James M. Cox of Ohio was to have been a guest, but was prevented from attending by illness.

The Baltimore and Ohio Railroad was represented at the convention by H. O. Hartzell, manager, Commercial Development; W. I. Bishop, industrial agent, Baltimore; C. M. Gosnell, industrial agent, Pittsburgh; J. M. McDermott, industrial agent, Chicago; G. W. Arnold, industrial agent, Cincinnati; and P. S. Phenix, industrial survey agent, Baltimore.



To bring the inaccessible parts of Switzerland within reach of everybody, was the task that Switzerland undertook when she began to build her railroads. Long stretches of wild and mountainous country now bow in homage to the iron rail. This picture shows one of the quaint, though imposing, little houses of the railway guards in Ardez. Strongly built to withstand the avalanches of snow and ice that slide from the neighboring mountains, this house beside the railroad track, with a background of lofty heights, is peculiarly characteristic of the work of the Swiss people—combining the artistic and the utilitarian.



Scattered about the green carpet of an Alpine meadow, we find Ilanz, Switzerland, the first town on the Rhine, with its mass of old-fashioned houses and beautiful churches. On nearly every peak in Switzerland there is a little chapel, and all about the mountain sides are herds of goats, whose gay, young keepers whistle and "yodle" to their hearts' content. Miles away are the snow caps that appear to be within a stone's throw of the village. Note the thick forests that seem to protect the little town like the moat around the ancient castle. This is a place of small, but luxuriant gardens, beautiful bridges, and picturesque highways.



Here we take a peep at the idyllic little village of Lavin, situated on the railroad leading from Bevers to Schuls-Tarasp. In the distance are the sunny heights of Engadine, where many ruins of ancient strongholds and castles dot the landscape—silent reminders of the day when Switzerland endured the yoke of Austrian tyranny. Here also we find the mountain stream that separates the plateau from the cliff. The railroad, too, enters the village and brings with it tourists from all over the world. Some of these small villages are being continually threatened with falling rocks. Fine clouds of mist often hover about the river beds, and a native whispers to us that any phantom-like shadow that we may see is probably the ghost of an inn-keeper's wife, who committed some awful crime in the vicinity of these mountains, and whose spirit still haunts the misty streams.



The Vala Mela Viaduct is one of the many of its kind over which the engines of the Rhaetian Railway puff their way. The total length of the Swiss tunnels and viaducts is 33,350 feet. Here the mountain torrents come gushing down and cut deep gorges into the rocky plateaus. Almost any kind of a bridge would seem beautiful in a situation like this, but notice with what great care this one must have been built. See the small archways that span the great one, and the smaller ones, like doorways, that stand yet within these! Compare the houses with the mountains and get an idea of the dizzy heights that one must climb before he reaches even the edge of the timber line.



Assured that our readers will welcome advice and suggestions on the all-important problem of health preservation and life extension, based on the latest advances in medical science, it will be the purpose of this section of the MAGAZINE *to present brief and instructive articles each month by members of the medical staff of the Relief Department. We know our efforts will appeal to our readers. If only a few profit by the advice offered, our contribution to the sum of human happiness will be considerable, and our service of value. The addition of one, five or fifteen years to a life is well worth the task.*

The Marines of the Human System

By Dr. R. D. Sykes
Assistant to Medical and Surgical Director

YOU have, doubtless, heard of a battle royal, if you have not witnessed one, in which a number of contestants are placed in a ring and struggle for supremacy, victory going to him who is most vigilant and endowed with the greatest resisting power.

From the time the lungs expand preparatory to the first lusty cry, until, touched by the finger of death, we pass into the Great Beyond, we are in the midst of a battle royal—a contest between health and disease; and the span of life varies in accordance with individual resisting power and the strength of the invading foe. Many a battle is fought and won by the vital forces, but frequently the invading horde sweeps down upon a weakened fortress and death gains the mastery; or, if by reason of one's strength and endurance, life grows into the "sere and yellow leaf," the vital forces eventually fail and the delicate human mechanism wears out and finally stops—like a storage battery ceases to function—because the powers of recuperation cannot keep pace with the requirements and demands of life.

How, then, may we increase our powers of resistance; what are the powers of defense; who are the invading foes, and how and where are the battles fought?

The resisting powers may be fortified and increased by observation of the established rules of hygiene and sanitation. These have been concisely summarized in the following couplet occurring in an article in our February number:

"Give heed to your diet,
Surroundings and toilet;
And add to your health,
Or else you will spoil it."

It is shown by recent statistics that 12½ years have been added to the average length of life by improved hygienic and sanitary conditions.

The power of defense is an inherent capacity of the body to cope with an invading force. Its most active and efficient agents are the white corpuscles, the phagocytes. The invading foe is legion; almost as innumerable as the sands of the sea, and in greater variety. All of them may be embraced in the comprehensive term "bacteria."

Before we tell how and where the battles are fought, we will ask whether you have seen the "whiskers" on a crab? They are not merely decorative, but perform the definite functions of feelers or listeners, and are scientifically known as antennae. It is not an accident, but a natural sequence that the term "antennae" is likewise applied to the highly sensitive listening auxiliary of the wireless telegraph.

On duty in the central office at Washington, with his wireless antennae extended, is the Commander-in-Chief of our national forces of protection and defense. At the first inkling of disturbance or invasion in any quarter of our extensive country—even among the islands of the seas—the marines, "the first to fight," are dispatched to put down the uprising or repel the invading foe. Though our bodies are wonderfully constructed and endowed, counterparts are often found under commonplace conditions. Hence, our forces of defense—the phagocytes—the first to fight, we style the marines of the human system.

Our foes surround us on every side, approaching from without and within. Our human citadel is armor plated on the outside by the skin and its appendages, and on the inside by the mucous membrane (modified skin), or lining of the digestive or respiratory tracts. Our body has its being between and in these protecting envelopes, and everywhere through it courses the life-giving blood stream—the rivers and waterways of the body—upon whose currents ride the red and white corpuscles. The red corpuscles are carried along in the middle of the stream by the rapidly flowing current, performing a double duty: the delivery of material to repair and rebuild tissues, and also to collect and convey wornout particles to the incinerator (the lungs), where they are eventually burned and carried out of the body by the exhalations in breathing. The phagocytes (or white corpuscles), which are not nearly as numerous as the red corpuscles, hang along the side of the streams like lazy marines on patrol duty.

Our human fortress, through the nervous system, is more delicately wired than any invention the mind of man ever conceived.

The armor must be penetrated before the foes, that constantly lie in wait, can find entrance. As long as entrance is not obtained the rivers with their flotsam and jetsam flow on undisturbed; but, let one of the assaulting foe penetrate the armor of defense, and immediately the antennae of the nervous system flash a signal to the Commander-in-Chief (the brain), and there is immediate activity among the marines (the phagocytes), and they are dispatched in increasing numbers to the point of invasion.

Like our marines, the phagocytes neither ask nor give quarter, and they fight on both land and sea, attacking bacteria within the blood stream, and, when necessary, they penetrate the tissues and there wage relentless warfare on the elusive enemy. When the phagocytes are produced in sufficient numbers by a body which has conserved the vital forces through proper nourishment, exercise, rest, and strict observance of the recognized laws of

hygiene and sanitation, they will be the victors in battle against disease, and thus make us fit to cope successfully with the problems of life, while enjoying that happiness which only good health can guarantee.

—

Overheard at the Medical Quiz

Prof. Sapio: "Dr. White, is pain in the chest usually an indication of pleurisy?"

Dr. W.: "As a general rule it is not."

Prof. S.: "But is it not a fact that people having this complaint for a few days, and not confined to the house, are led to believe, and are occasionally told by physicians, that they have pleurisy?"

Dr. W.: "No physician should convey such an impression. Pleurisy is an inflammation of a membrane covering the lungs and separating them from the chest wall, is accompanied by fever, cough, pain, rapid breathing, and the individual is quite ill and confined to the house and bed for two to four weeks. A competent physician can find other definite symptoms by an examination of the chest."

Prof. S.: "Precisely. But tell us, what ails those having pain in the chest for a few days, particularly on taking a deep breath, and who are up and about?"

Dr. W.: "They usually have what we know as pleurodynia, or intercostal neuralgia—a rheumatism of the muscles or neuralgia of the nerves between the ribs, mostly due to drafts or exposure, not at all serious in character, and benefited by hot applications, mustard plasters or liniments."

Prof. S.: "And thus we dispel another common error regarding medical topics."

—

Around the Circle

"THERE was an old man and he had a wooden leg, and he hobbled all about on this artificial peg. He hobbled to a bar (this was many moons ago) and he stayed there longer than he'd really ought, you know.

"In the wee small hours he essayed to travel home, all unsteady on his legs and bewildered in his dome; but he hadn't got far when his arboraceous pin struck a hole in the pavement and slipped right in.

"Yes, it slipped right in and stuck right tight, and the owner of the limb was anchored for the night. Did he holler for help? He assuredly did NOT; for he never knew what happened, this befuddled old sot!

"But he hobbled right on with his one good prop, and he never stopped to think and he never thought to stop. And his ligneous limb still stuck right tight, and he walked around himself through the holdam night!

"He was sick the next day and he died next week, and he passed, we trust, to the haven of the meek; and the folks back home soon dried their weepy lids, for he'd left a little widow and about a dozen kids.

"And the kids grew up (this was long, long of yore) and had kids in their turn who had kids still more, till the land was covered with a progeny vast of the tipsy old gent whose leg got stuck fast.

"His descendants still abound and their origin they prove by the way they do their work in the same old groove; using methods that were good back in Eighteen Eighty-four, they walk around the circle every time they think once more.

"No—it's not with any HOPE that we're writing of this crew, nor with any sly suspicion that they're relatives to YOU. But our tender hearts are touched by so piteous a plight. Yea, it really is to weep—

"Boo-hoo!

"Good night!"

With Apologies

The author said a great deal, yet he hasn't said enough, for the peg legs that he spoke of in his very clever stuff, fall in lots of other holes than the ones of which he said; in fact, you'll find those circles in most every kind of head.—*Ax-I-Dent-Ax.*

—

"Each morning is a fresh beginning. We are, as it were, just beginning life. We have it entirely in our own hands. And when the morning with its fresh beginning comes, all yesterdays should be yesterdays, with which we have nothing to do. Sufficient is it to know that the way we lived our yesterday has determined for us our today. And, again, when the morning with its fresh beginning comes, all tomorrows should be tomorrows, with which we have nothing to do. Sufficient to know that the way we live our today determines our tomorrow.

"Simply, the first hour of this new day, with all its richness and glory, with all its sublime and eternity-determining possibilities, and each succeeding hour as it comes—but not before it comes. This is the secret of character building."—RALPH WALDO TRINE.

Relief Department—Advisory Committee

Conducting Transportation Department

W. S. BERKMEYER	Conductor	Canton, Ohio.
J. H. COULBOURN	Passenger Brakeman	Philadelphia, Pa.
GEORGE G. JAMES	Conductor	Baltimore, Md.
JOHN F. WUNNER	Clerk	New York, N. Y.

Motive Power Department

L. A. CATHER	Machinist	Fairmont, W. Va.
WILLIAM D. LENDERKING	Plumber	Baltimore, Md.
HENRY LOVERIDGE	General Foreman	East Chicago, Ind.
H. W. OLDENBURG	Car Inspector	Cincinnati, Ohio.

Maintenance of Way Department

IRA E. BAKER	Section Foreman	Kanawha Station, W. Va.
J. J. PRICE	Account Clerk	Newark, Ohio.
J. W. RICHMOND	Water Station Foreman	Garrett, Ind.
J. F. THOME	Section Foreman	Aviston, Ill.

Statement of Pension Feature

Employes who have been honorably retired during the month of May, 1920, and to whom pensions have been granted:

Name	Last Occupation	Department	Division	Years of Service
Andrews, David	Foreman	Motive Power	Baltimore	47
Beeler, Richard F.	Clerk	Cond'g Transportat'n.	Balto. Terminal	40
Bergman, Herman	Machinist	Motive Power	Pittsburgh	37
Morris, James	Engineer	Cond'g Transportat'n.	Pittsburgh	44
Newkirk, Samuel P.	Clerk and Operator	Cond'g Transportat'n.	Philadelphia	33

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1919, $331,920.15 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, amount to $4,035,450.80.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Bowers, Henry S.	B. S. Foreman	M. P.	Connellsville	April 27, 1920	47
Keith, Oliver	Conductor	C. T.	Baltimore	May 14, 1920	46
McGowan, Frank	Laborer	M.ofW.	Cleveland	April 26, 1920	16
Riley, Charles W.	Engineman	C. T.	Wheeling	May 3, 1920	46
Ward, George	Engineman	C. T.	Chicago	May 9, 1920	43
Wilson, Flavius K.	Engineman	C. T.	Monongah	May 12, 1920	44
Witte, Christian	Car Oiler	M. P.	Newark	May 10, 1920	25



ROBERT M. VAN SANT, *Editor*
MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

"Young Man, the Machine at Beardstown Is Now Running. Don't Stop It Until You Are Sure You Can Start It Again"

When J. D. Bessler, father of W. C. Bessler, president of the C. R. R. of N. J., was general superintendent of the C. B. & Q. R. R., E. M. Herr, then about 30 years old, was in the Mechanical Department of the same railroad. When he was appointed superintendent in charge of the Beardstown Division of the Burlington, under the elder Bessler as general superintendent, he went to this veteran railroad man before leaving Chicago to take his new assignment and asked him if he had any special instructions to give. Mr. Bessler said:

"Young man, the machine at Beardstown is now running. Don't stop it until you are sure you can start it again."

Mr. Herr followed the advice and since that time has been occupied in keeping running, from year to year, bigger, bigger and still bigger machines, until he is now president of the Westinghouse Electric Company and an executive officer and director of other important industrial and financial institutions in the Pittsburgh District.

J. D. Bessler became a trackman with the Burlington in 1856 and was successively a foreman, roadmaster, superintendent and general superintendent of the same railroad. While Mr. Willard was second vice-president of the Burlington, from 1904 until he became president of the Baltimore and Ohio in 1910, he appointed Mr. Bessler as his assistant. Mr. Bessler is now over 80 years old and has the respect and affection not only of all of the employes of the Burlington, but also of many other men who have come in contact with him during his long railroad career. And his advice to Mr. Herr has been of value alike to that eminently successful leader of men, and to many others who have made names for themselves in the railroad and industrial world through hard work, loyalty and common sense.

Rigorous adherence to Mr. Bessler's advice is needed in this country as it has never been needed before. There are too many theorists about us complaining that our industrial system is all wrong and offering overnight book solutions to the problem. There are too many discontented radicals who, unwilling to work, sacrifice and succeed on their own efforts, as have so many of the leaders of our business world, profess to think that Sovietism and other cure-alls will produce an industrial structure insuring plenty of everything for everybody, without experience, without management and with a minimum of work. There is another, a larger class, who listen to the advice of these sirens and, if they don't get back to sound thinking and common sense, will go a long way toward putting us on the rocks.

Deserving to rank with that other axiom, "One workman for a day's pay gets only what another workman produces," is Mr. Bessler's advice: "Young man, the machine at Beardstown is now running. Don't stop it until you are sure you can start it again."

Bridging the Gap

In the campaigns of Life we need bridges for many purposes. And we always think of them as a part of our journey forward, not for going back. When Caesar crossed the Rubicon he did not tell us what kind of a bridge he used—he was the inventor of the ten word message and didn't go into details when he did anything. Once he flashed a vibrant message in three words. Whatever he did, he did well. And we know that when he needed a bridge he built one at once, just to fill that need.

Primeval man crossed a chasm by using a fallen tree. Robert Stephenson built tubular bridges almost by instinct. But in business life there are too many kinds of chasms to be bridged for us to trust to instinct for a knowledge of bridge building.

To "cross the gap" to business success we must have a bridge, but we have been saved the necessity of organizing a construction gang. Our bridge is ready. Every timber is in place, and it only remains for us to test it, and cross the gap to business success.

The name of that bridge is EDUCATION, the "bridge across the gap" that represents the concentrated experience and knowledge of bridge building possessed by the whole race of business engineers.—H. IRVING MARTIN.

The "Thank You" Club

It's great. The "Thank You" Club. No initiation, no dues, no long-drawn-out meetings, and no reports. Anyone can join, and so small a number as two make a quorum to do business. No stated meetings nor any stipulated place of meeting. Anybody can start a "Thank You" Club.

One carries the by-laws around in his head. The password is "Thank you." And that's all there is in the whole book of rules. That's all it means, the "Thank You" Club—just a thank you for the little services performed daily as well as the big ones.

There's a big field in this world for Thank You Clubs. Their members take the edge off rough places. If Thank You is the password, the genuine smile of service is the open reward for its application.—Cleveland *Press*.

The Story of a Barrel of Flour

From Minnesota, one of the greatest flour markets in the world, a barrel of flour, worth about $15.00, may be shipped by freight to Baltimore for 64½ cents, less than the price of a good dinner. Think of 200 pounds being carried 1,250 miles for 64½ cents! During the past few years the cost of that barrel of flour has nearly doubled, but the cost for its transportation has gone up only a little. If freight rates were increased enough to pay the railroads a living wage, the resulting cost advance in the price of commodities would be so small as to be hardly noticeable, so cheap is transportation as compared to other things.

As railroad employes, helping furnish the cheapest transportation on earth, we are just as much interested in the railroads' living wage as in our own. For in the end they are one and the same thing. You can't impoverish the railroads indefinitely without impoverishing all their workers.

High Honor for Our President

On July 1, the executive officers of 75 of the leading railroads of the United States met in New York and, as outlined in detail on page 4 of this issue of the MAGAZINE, appointed an advisory committee of nine to handle the important problem of car distribution through the cooperative action of all the roads of the country, the president of the Baltimore and Ohio Railroad Company being made chairman of this committee.

Our president's honor is the honor of the Baltimore and Ohio Railroad. His opportunity is the opportunity of every Baltimore and Ohio man—to help our Railroad set the pace in meeting the traffic demands made upon it, in responding without question to whatever requirements are made for cooperative action with other railroads, in realizing the high ideals of public service in transportation which have always been voiced and followed by our chief executive.

Great Men Speak Not For a Day But For All Time

There are persons who constantly clamor. They complain of oppression, and speculation and the pernicious influence of accumulated wealth. They cry out loudly against all banks and corporations, and all means by which small capitals become united in order to produce important and beneficial results.

They cry out mad hostility against all established institutions. They would choke the fountain of industry and dry all streams. In a country where property is more evenly divided than anywhere else they rend the air shouting agrarian doctrines. In a country of unbounded liberty they clamor against oppression. In a country of perfect equality they would move heaven and earth against privilege and monopoly. In a country where the wages of labor are high beyond parallel, they would teach the laborer that he is but an oppressed slave.—*Daniel Webster.*

What Brings the Big Ones to the Top?

When a shovel of gravel is thrown into a handsieve or box and shaken, the larger rocks immediately commence to work to the top, the smaller towards the bottom. And it is even so in the affairs of men. The shakes and jars of life send one man up, and another down. Our calibre—the size of soul and breadth of vision—determines the course we are to travel.—*Exchange.*

The High Cost of Low Rates

Sounds like a paradox, but it's a fact. It is admitted that our freight rates are the lowest in the world, a gratifying situation insofar as it proves the efficiency of our operations. But it is regrettable that these low rates really help increase ultimate costs because they are starving the transportation machine that made them possible. A starved machine can't work efficiently any more than can a starved man!

Inadequate motive power, cars and terminals are only three of the principal causes of transportation delays, and it would take a superhuman mind to register all the wastes, stretching in every direction and touching practically everything with the blight of higher costs, that these delays cause. Every one of them means more money—from you, from me, from everybody, for practically everything we eat, wear and enjoy. For scarcely anything reaches us that has not, in whole or in part, travelled in a freight car.

The cure is in higher rates, which farsighted railroad men believe will so rehabilitate the transportation machine as ultimately to minimize delays and reduce costs.



From An Old Railroad Man

I met him in Washington Terminal. He worked for the Baltimore and Ohio for a number of years until the Government took him for the war emergency, and he has never gotten back to his old love. He said:

"I never realized the importance of the human factor on the Railroad in pleasing the public until I got away from the Baltimore and Ohio. When I was with the Road I knew all our principal trains, their numbers, schedules, etc., and understood the characteristic short, concise answers which trainmen are accustomed to make to passengers. Now it is different.

"The other day I asked a question of one of your trainmen. He was nice enough, but from the standpoint of my getting information, the trouble was that he assumed that I knew as much about your trains as he did. So I said to him:

" 'See here, old man, you have been in this business probably all your life, and because you know it so well, it is unreasonable for you to think that other people do, too. Yet you answer my questions as if I knew as much about this train as one of the crew. On the contrary, I am only a passenger—I don't know a thing about your train numbers nor how this train is to be made up at this terminal.'

"He got the point right away and was good enough to explain sufficiently at length to put me at my ease."

Of all the complaints against railroad men, most come because the typical railroader forgets that the typical passenger is naturally ignorant of the railroad business. There are mighty few men in train service who are intentionally impolite, inattentive or unobliging. Most of them like their work, and especially the older men to whom it has become life itself, and under normal conditions have the right spirit toward the passenger. This is notably true of our own trainmen. It pays, certainly, both from the standpoint of pleasant personal relationships with the passengers and from the standpoint of the reputation of our train service—in fact, it is almost a cure-all for a passenger's trouble, to explain situations and answer questions fully and pleasantly.

There's a Difference

When a plumber makes a mistake, he charges twice for it.

When a carpenter makes a mistake, it's just what he expected, because chances are ten to one that he never learned his trade.

When a doctor makes a mistake, he buries it.

When a judge makes a mistake, it becomes a law of the land.

When an electrician makes a mistake, he blames it on induction—nobody knows what that is.

When a preacher makes a mistake nobody knows the difference.

When a compositor makes a mistake, the boss says, "The damphul otta know better."

But when an editor makes a mistake, *GOOD NIGHT!*

—*Exchange.*

Charleston Division Setting the Pace in Freight Claim Prevention

By M. W. Jones
Secretary to Superintendent, Weston, W. Va.

The Question

WHAT have we done, and what can we do, to reduce the enormous sums which are being paid out year after year for loss, damage and robbery of freight entrusted to us for transportation?

The Answer

On December 12, 1918, the Charleston Division held its first Freight Claim Prevention meeting, at Gassaway, W. Va. Superintendent W. Trapnell was temporary Chairman, and 14 agents and junior officers were present. All branches of the service were represented and an organization was perfected for the continuance of the work. This organization is today operating on our division. Superintendent Trapnell is still on the committee, and is as active as at the start in his daily appeals to our men in all branches of the service to "Do their bit."

The Results

They speak for themselves and are encouraging. Yet a short review may influence some of our boys to exert even greater efforts in the furtherance of this very important work.

Did you ever think how many box cars our claim payments would buy? How many locomotives would what we waste in claims buy? Figure this out.

How to Do It

We have all read our General Manager's statement that we need cars, locomotives, etc., and that by increasing our miles per car per day just a small amount, we can add 9,500 cars to our present equipment *without the expenditure of one cent.* The saving on one-half of one year's claim payments on our Road would pay for probably 1,000 of the box cars mentioned. Do you realize that the claim payments on the Baltimore and Ohio for 1919 amounted to some $4,200,000? One-half of this is $2,100,000. These figures are appalling.

If we all work together to cut the claims on each division in half, you can see what we could accomplish. We, of the Charleston Division, are only "Little Fellows," but we are going to do our share; if we "take care of the pennies, the dollars will take care of themselves." Stop and think. Are we not all working for the interests of the Baltimore and Ohio Railroad, no matter what department we are employed in? This being true, then we are each and every one of us vitally interested in the results as a whole. Let us pledge ourselves to work in every possible way for Claim Prevention, no matter to what department we belong and resolve to walk always with our eyes wide open. If we see anything that we think could be improved upon, let us tell the nearest chairman or member of the Claim Prevention Committee. Remember that our officers are all broadminded men of wide experience, and that they are always willing to hear any suggestions from the rest of us. "The strength of a chain lies in its weakest link." If we see a "weak link," let's not pass it by on the other side and say, "Oh, that's not my department." Let's tell the other fellow what we saw; he will be glad to know it. Many valuable suggestions in regard to Claim Prevention have come from some of our boys at the smaller stations. They know our committee is always willing to listen to them and they don't hesitate to tell us what they see. That's one big reason why the Charleston Division shows up where it does on Claim Prevention.



No. 1 No. 2 No. 3

Car Seals

The car seal is most important. Under private contro an incomplete record is likely to cause us to be penalized by other lines in pro-rating loss and damage claim payments, and it is important that instructions contained in Form 774, addressed to Agents, Yardmasters, Yard Clerks, Conductors and others concerned, governing the use of automatic, self-locking, consecutively numbered car seals, be complied with.

Photograph No. 1 shows car that has been properly sealed. But the seal appliance is defective and car can be entered without breaking the seal by removing the 20 penny wire nail which is extended and supposedly holding the hasp in place.

Photograph No. 2 shows car sealed, but the pin being missing, the hasp can readily be released and car entered without removing seal.

Photograph No. 3 shows car sealed, but not properly, because the seal is not run through the pin. Hence car can be entered without breaking seal by simply raising the pin and entering car.

Many other instances along the same lines could be mentioned, but this is sufficient to impress upon all the importance of seeing that car doors, seal fastenings and seals are in proper shape before leaving their station.

All concerned have been furnished with extract of Freight Claim Association Rules, concerning seals and seal records, by which we are governed in the settlement of loss and damage claims and your cooperation is requested in the matter of a complete seal record.

Stopping Oil Leaks

One of the first things taken up was the shipment of oil in wooden barrels. Claims were pouring in on us for leakage, and damage to other shipments. The Agent at Weston, J. P. Ryan, one of the original committee, made a drive on this subject. What was the result? Today the wooden barrels which used to cause us so much grief are practically a thing of the past. Oil comes along in steel drums, is delivered intact, and does not damage other shipments. Everyone is satisfied and the Company is saving money. Having settled this matter to their satisfaction, our committee again got their heads together and decided it would be a good scheme to set aside a "Sailing Day" for oil only, once or twice a week. We now get all our oil from Clarksburg, Charleston and Elkins on certain days, and we figure as far as possible to use these same cars for returned oil empties. Claims for losses on this account are practically nil.

Sifting Flour Losses

Observation told the committee that we were paying more than we should for damaged flour, because of the loading of this commodity in cars with leaky roofs and doors and with protruding nails, and other similar defects. For months there was not a meeting on this division at which the subject was not brought up; we pounded at it all the time on the theory that "continual dropping wears away a stone," and for some three months past we have not had a claim from this source.

Other Specific Improvements

Our General Freight Claim Agent, C. C. Glessner, says that if you start a shipment right, you go a long way toward delivering it right. Form G was inaugurated. This, as all know, shows list of packages rejected for improper marking and packing. The Division Committee made a vigorous drive on this form and we now stand, as we have stood for some time, 100 per cent.

It was found that many transfer records were incorrectly made and others were illegible. The Freight Claim Committee is now engaged in making a drive to correct this evil.

The Charleston Division was probably the first to take up the question of the proper

packing and marking of household goods, as outlined in Rules 3-a and 8. Much has been accomplished along these lines, and they are still after it.

Another important matter to which the committee has given much attention, is that of watching for under-weights. Considerable revenue has been saved the Company by their efforts in this direction.

It has been our practice to make a special endeavor to have local conductors and brakemen present at the meetings. The efforts of the men, after visiting our meetings, have been of inestimable value to the Company; also, their experiences are valuable when related to the agents who have under their charge the loading of the cars which the conductors and brakemen have to unload. Consideration is given to all circulars and instructions issued by our officers in Baltimore in connection with freight handling, and these are explained to those who do not thoroughly understand them.

At the last meeting an article written by F. L. Schepler, assistant to the General Freight Claim Agent, in the March MAGAZINE, was read, and, from the interest aroused, it is felt that a great deal of good has been accomplished. We make it a point to watch all Railroad publications and the minutes of meetings of other divisions very closely.

Among those who are much interested in Claim Prevention and who were on the original committee are: L. W. Peters, agent, of Richwood; J. P. Ryan, of Weston; J. M. Davis, of Gassaway, H. P. Bankhead, of Burnsville, and E. J. Hoover, of Buckhannon.

Credit is also due to C. M. Criswell, representing the General Freight Claim Agent's office on this division, for his untiring work in helping our men. He is always ready to explain and to help those who need it.

The real reason of the success of the Claim Prevention movement on the Charleston Division is the unswerving loyalty of the men to their chief. Superintendent Trapnell is always willing to listen to suggestions, always ready to lend a helping hand, always willing to act on any man's advice when he feels it is good. The respect of the men always means success on a division. Hundreds of little matters are brought to his attention every year along the line of Claim Prevention and are taken up and corrected. No public report ever appears, but we know what is being done.

Let's all get together again, then, like the big family we really are and work with all our heart for the *one big interest* we have, namely, success of the Baltimore and Ohio as a whole. There is no surer way of showing our President, our General Manager, our General Superintendent, and the rest of our chiefs, that we really want to do so than by handling freight entrusted to us as if it were our own. For only in this way can we really prevent the claims and save money for our Company.

Commencement of Employe Apprentices at Baltimore

THE Mount Clare and Riverside apprentices who became full-fledged mechanics by virtue of their graduation from apprentice school on the night of June 21 at West End Hall, Baltimore, know how to make a good time out of such an event. By far the larger part of the hall was set aside for dancing, a good orchestra was on hand and yet there was plenty of room to seat the graduates and their friends for the exercises.

The apprentices and their genial Chief Instructor, J. E. Cromwell, rightfully felt that it was their turn to have some fun after the hard work of the apprentice year—and they did. It took less than an hour, therefore, to complete the following program:

Selection.....Orchestra
Introductory Remarks.....W. Bell
President Mt. Clare Apprentice Association
Violin Selection. Miss M. Summers and V. Buckingham
Address.....R. M. Van Sant
Editor BALTIMORE AND OHIO MAGAZINE
Selection.....Orchestra
Address.....T. R. Stewart
Superintendent Mt. Clare Shops
Add s.....W. W. Wood
Chief of Welfare Department
Selection.....Orchestra
Awarding of Prizes.....J. E. Cromwell
Instructor Apprentice School
Selection.....Orchestra
Closing Remarks.....H. A. Beaumont
General Car Foreman, Mt. Clare

The first prize of twenty dollars in gold was awarded to R. J. Davis, helper apprentice at Mount Clare, the presentation being made by George Kapinos. Mr. Cromwell presented the second prize to R. A. Galloway, regular apprentice at Mount Clare, and third prize was awarded to C. F. Whitson, regular machinist apprentice at Riverside, and was received and acknowledged for him by Ralph Cline, general foreman at Riverside.

Other apprentices whose work entitels them to special rating, follow:

Special Mention

W. M. East	Boilermaker Apprentice	Mt. Clare
E. B. Bruns	Machinist Apprentice	Mt. Clare
E. R. Kenney	Machinist Apprentice	Mt. Clare
H. B. Whitson	Machinist Apprentice	Riverside

Honorable Mention

E. M. Boylan	Machinist Apprentice	Mt. Clare
A. E. Myer	Machinist Apprentice	Mt. Clare
W. G. Watson	Machinist Apprentice	Mt. Clare
S. L. Roth	Machinist Apprentice	Mt. Clare
L. Nagel	Machinist Apprentice	Mt. Clare
E. Forni	Patternmaker Appr'tice	Mt. Clare
C. L. McKenzie	Machinist Apprentice	Riverside
B. Presprich	Machinist Apprentice	Mt. Clare
W. Bell	Machinist Apprentice	Mt. Clare
E. A. Bottiger	Machinist Apprentice	Mt. Clare
F. E. Morrison	Machinist Apprentice	Mt. Clare
J. J. Meyer	Special Apprentice	Mt. Clare
C. E. Ste. Grice	Special Apprentice	Mt. Clare

Delicious refreshments and enjoyable dancing topped off the interesting evening.

A Time Saver

Mistress—I want a maid who will be faithful and not a time-waster. Can you promise that?

Bridget—Indeed'n that I can. I'm that scruplous, ma'am, about wastin' time that I make one job of prayin' and scrubbin'.



No. 1 No. 2

Rough Handling

During the year 1919 we paid out $139,582.59, damage to shipments because of rough handling of cars at initial points, terminals, on the road, etc.

Much of this damage to merchandise is caused at stations and transfer points in what is known as set-back cars, *i. e.*, cars not containing sufficient tonnage to permit them to go forward that day, and in switching the house car is pulled out and re-set with other empties. In such instances, it is frequently found that the freight is damaged from rough handling in switching. Further, considerable damage is caused to shipments by reason of Agents permitting them to go forward without being properly broken down, *i. e.*, car properly stowed in each end. Nearing the close of the day, the freight is not sufficient to completely block the doorway, and instead of breaking the freight down to meet conditions, car is allowed to go forward, resulting in damage to shipments.

Photograph No. 1 shows the result of rough handling to car of lumber. Had the contents of this car been merchandise, you can imagine what the damage would have been.

Photograph No. 2, showing broken coupler, is the result of poor switching.

A large percentage of this rough handling in switching can be eliminated with a little more care and attention on the part of employes handling.

Telegraph-Typewrite the Message in Baltimore—the Copy Is Made in Cumberland

THE Potts Printing Telegraph, an invention for the transmission of messages, has been temporarily installed in the office of Division Operator E. C. Drawbaugh, at Cumberland.

This machine, though little different in size and appearance from the ordinary typewriter, is most interesting. The machine at Cumberland was connected by wire with a similar one installed in the telegraph office at Baltimore, 180 miles away. The demonstrator in Cumberland touched a key on the instrument which rang a bell in the Baltimore office. The keys on the Cumberland machine then began writing, of their own accord, it seemed. This was the answer coming from Baltimore. The Cumberland operator wrote, in the same manner as if he were using a typewriter, "Please send something for the *Daily News*." Immediately came the response from Baltimore.

The machines were in charge of H. I. Robinson of the Potts Company and F. G Adams of the Railroad Company at Cumberland, and Dr. L. M. Potts, inventor of the machine, and W. H. Hoffman of the Railroad Company at Baltimore.

Several hundred words came over the wires and transcribed themselves on the paper roll at Cumberland just as they had been written in Baltimore, letter for letter, including all mistakes as made by the operator. And thus the messages traveled back and forth between the two cities, with almost as much rapidity as if they had been telephoned, and with probably more satisfaction.

The keyboard on the instrument is like that of a typewriter. Attached to the back is a large roll of paper about four inches in diameter and of the width of the ordinary letter head. Even the shifting of the carriage or the back spacing of one machine was accompanied by a corresponding movement on the other.

The letters and characters are placed on a wheel whose diameter is about two inches. This takes ink from an ink roller placed just above it.

On the day the test was made, the two machines worked with entire satisfaction. Business men at Cumberland were much interested in the procedure. Just to what extent the Printing Telegraph will be adopted for use in our Railroad offices is not known, but it has been recognized as a helpful invention that will, no doubt, prove to be very usefui. The copy coming from the machine is so well written that it might be used for almost any purpose for which it would be needed without being recopied. The results of the trial will be worth noting; meanwhile, the operators in the main offices at Baltimore and Cumberland continue to use this means of handling the regular business of the Railroad.



W. E. Barton, operating force, Cumberland (seated); H. I. Robinson, Potts Co. (standing), and J. E. Cline, operating force (in circle



The instrument that typewrites telegrams

Of Special Interest To Pump Men

By Alfred J. Beal
Iola, Ill.

NO DOUBT a great many of you men have had no end of trouble with leaking piston and stuffing boxes. Well, here is a remedy:

Take one of your old rubber pump valves, and enlarge the hole in the centre until it will fit snugly over the piston rod Now get a measurement of your stuffing box. After you have gotten the size, shave down the valve from the outside until it will just fit into the stuffing box when placed around the piston rod, with binding.

Of course, you will have to cut the ring which you have now made in order to get it over the piston rod. Do not cut square across. Cut in a long diagonal direction.

A small amount of hemp packing should now be wound closely around the piston rod on the outside of the rubber. Always moisten with coal oil.

A stuffing box packed in this way will not leak.

Old valves also make exceedingly good packing for the jamb nuts or globe, and angle valves.

If you will try this method of packing your leaky stuffing boxes you will find that it will greatly cut down your packing bill as well as keeping the air around the pump station from taking on that terrible blue haze with such ominous portent.

Sharp Shots

By Dinty Moore
Of Cincinnati Terminals

It doesn't look right to us, but a little woman always picks a big man and a little man always picks a big woman.

When we see some of the marriages that take place we don't know whether they get married for sympathy or for spite.

Did you ever see some sweet-young-thing hang on a phone and gab to some bird on the other end for about an hour, then hang up the receiver and say, "I do wish that fellow would stop calling me up?"

The war was bad in some ways and good in others. One good thing was the doing away with the O. F. German Band that used to play on the corner.

We don't know much, but the bird that wrote the piece, "Early to bed, early to rise, makes a man healthy, wealthy and wise," was wrong. Did you ever see a milk man that was wealthy and wise?

The Passing of One of the Pioneers of Our Relief Department

By W. E. Laird
Chief Clerk, Newark, Ohio

DR. S. C. PRIEST, one of Newark's best known and prominent professional men, and retired Medical Examiner of the Relief Department, died at his home in that city, May 31. He was active in his practice and personal affairs up until within a few days of his death,which resulted from a stroke of paralysis.

Dr. Priest was born in Steubenville, Ohio, December 26, 1847. After an elementary schooling at that point, he entered and was graduated from Bethany College of Medicine and Surgery, Philadelphia, Pa. Following this, he attended and was graduated from Cincinnati Medical College, Cincinnati, Ohio. He then located in Newark, Ohio, and practiced medicine and surgery there from 1870 until 1880, when he was appointed Medical Examiner for the Baltimore and Ohio Railroad. He continued in that capacity for 33 years, and retired from the service in 1913.

He is survived by his wife and five children, Misses Anna, Verne, and Frances, and Ralph and John T. Priest. The funeral services were held from his home in Newark, and burial made in Cedar Hill Cemetery, that city, Wednesday, June 2. The Relief Department was represented at the funeral by W. M. Kennedy, assistant superintendent, and Dr. M. H. Koehler, medical examiner at Newark.

Dr. Priest entered the Relief Department while that organization was in its infancy, and its present efficiency and substantiality have largely been contributed to by 33 years of his loyal and zealous efforts.

The doctor was possessed of an unusually active and vigorous nature, which evidenced itself up to the time of his death at the advanced age of 72 and one-half years. He loved the outdoor life, was fond of athletics, and took personal pleasure in seeing everybody and everything around him prosper. He had a host of friends over the entire System.



The late Dr. S. C. Priest

Baltimore and Ohio Handles Movement of the Largest Single Importation of Olive Oil Ever Made to America

THE following letter from Musher and Company, addressed to our Assistant Freight Traffic Manager at New York, Stuart A. Allen, tells how well the Baltimore and Ohio handled an immense shipment of olive oil from New York to Baltimore.

"Our Traffic Manager reports that on May 19 the final car of olive oil in bond to Baltimore went forward from St. George, S. I. This shipment represents the final movement of the largest single importation of olive oil ever made to America.

"Inasmuch as the entire cargo totaled 3,176 casks and barrels, valued at more than two million dollars, and required nearly 100 cars, we wish to take this opportunity of commending the Baltimore and Ohio and all of its employes who took part in completing the transfer of this immense shipment. Particularly, we desire to commend Mr. Mickelson, Mr. English and Mr. Riddle's office for their cooperation during a period when every railroad in this vicinity had its full quota of obstacles in taking care of any business at all.

"We thank you for your assistance in the past and hope that you will continue to render Musher and Company the same kind of service in the future."

Mr. Allen's reply to this letter of commendation says, in part:

"While the Company and its officers fully realize their responsibility as common carriers and are at all times willing and anxious to serve the shipping public in the most able and efficient manner, it is, nevertheless, a great source of satisfaction to receive such commendable expressions from a concern which has for so many years maintained its standard as one of the largest and strongest of its kind in the country and which has enjoyed the confidence and support of the commercial and financial world for such an indefinite period. To perform such satisfactory service on a shipment of the magnitude of the one in question during the period of congestion and difficult operating conditions, is an accomplishment of which the Baltimore and Ohio has a right to feel justly proud and on behalf of the Company, I take this occasion of expressing to you my sincere appreciation for your letter and I trust you will always feel it will be the pleasure of all connected with this organization to do their utmost to handle in a satisfactory manner any business which you may entrust to us."

Exhaustive 4-6-2 Locomotive Chart

A COMPREHENSIVE chart with two illustrations of the Pacific or 4-6-2 type of locomotive has just been published by *Railway and Locomotive Engineering*. The two illustrations show the parts numbered and at the bottom of the chart the numbers are correlated to a brief description of each particular one of the 667 parts. This chart will be sent by *Railway and Locomotive Engineering*, 114 Liberty Street, New York, N. Y., to any employe forwarding 50 cents to cover cost.



'TIS NOT AMERICAN

By Edgar A. Guest

'Tis not American to lie,
Or mean advantage take;
I'm a traitor to the flag if I
Have cheated for a stake.
In honor I must walk my way
Nor over-proudly brag,
If I have stained myself today,
I've also stained my flag.

'Tis not American to play
A craven coward's part;
I cannot be untrue today
And true if war should start.
I must be loyal to a friend,
In thought and deed, a man
On whom the whole world can depend
To be American.

'Tis not American to be
Disdainful of a trust;
All men who'd keep this country free
Must first of all be just.
And am I false to any man
In what I seek to do,
And wrong him by some selfish plan,
I wrong my country too.

I must respect that starry flag
Each minute of the day;
I must do more for it than brag
Or cheer it on the way,
Despite what wealth may bring to me
Or fame or conquest can;
My noblest duty is to be
A real American.



The First Horizontal Boiler Coal-Burning Locomotive

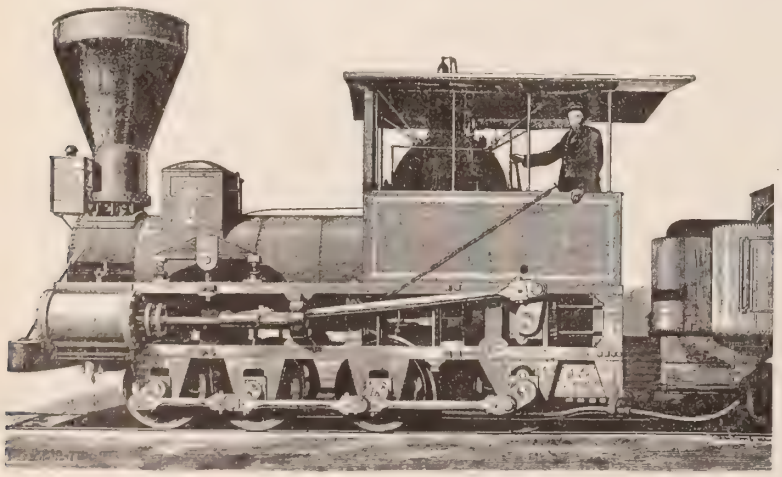
From *Railway and Locomotive Engineering*

IN THESE days of rapid improvement that have brought into use automatic stokers, oil fuel and pulverized fuel burners, it is interesting to look back at the earlier improvements, momentous in their day but now mere matters of course, and almost forgotten. It may not be generally known that the first successful coal burning engines with a horizontal boiler appeared on the Baltimore and Ohio Railroad between October, 1844, and December, 1846, and that a substantially similar engine was built by the Company in 1847. They were constructed from designs by Ross Winans, an eminent engineer of his time, and were also distinguished by being the first of the 0-8-0 type on the Baltimore and Ohio Railroad, and were known as the "Mud Diggers." Their weight, in working order, was 23½ tons, and were equipped with cylinders 17" x 24".

As shown in the accompanying illustration, the main connecting rods were coupled to cranks on a shaft extending across the frames, in the rear of the firebox, and geared by spur wheels to the back driving axle. The driving wheels were 33" in diameter, and the driving axles carried end cranks that were coupled by side rods. As the main and side rods moved in opposite directions, by reason of the interposed gearing, these engines presented a novel and peculiar appearance when in motion, and attracted much attention from the bewildered onlookers.

Twelve of these Winans engines were furnished between the dates referred to, and the one built by the Company in 1847 was known as the "Mount Clare." All of these engines were in active service during the Civil War, and some of them continued in yard service for a number of years later, and a number of their cylinders and main connections were used as parts of stationary engines in the shops of the road after their road service was terminated.

Ross Winans is credited as the leader in advocating powerful locomotives, and undoubtedly had the clear conception of the economy that would result from the use of engines as large as the track would carry, and, as is well known, it is only within the present century that railroad managers have endorsed by practice the wisdom of his policy. The light track which his engines had to run upon kept down the weight, but with all the restrictions imposed by weak structures and prejudice against heavy loads, he built engines that compared fairly in efficiency with those of recent times. Mr. Winans was for a number of years employed as assistant engineer of machinery on the Baltimore and Ohio Railroad, and aided in the construction of many of the early locomotives on that road. He also introduced new designs of valve gear which, at that time, were considered the nearest approach to an ideal cut-off ever made on locomotives.



A Baltimore and Ohio "Mud Digger"

Time-Tables Don't Count in Russia

"OH How I Hate to Get Up in the Morning" means nothing in the life of a South Russian commuter. Time is no object in his favored land, for there is no such thing as synchronization of timepieces, and though there is an alleged "official time," known as "Petrograd time." every city has its own local standard, which lies—the word is used with due reference to its double meaning—anywhere within 2 hours before to 2 hours after the Petrograd time. Though the commuter's alarm clock may proclaim the rising hour of 6, the children next door may already be lagging along in response to the 9 o'clock school bell.

Literally whole days have been lost to the American officers still engaged in relief work at the South Russian Mission maintained by the American Red Cross because no Russian official was ever known to meet an appointment on time.

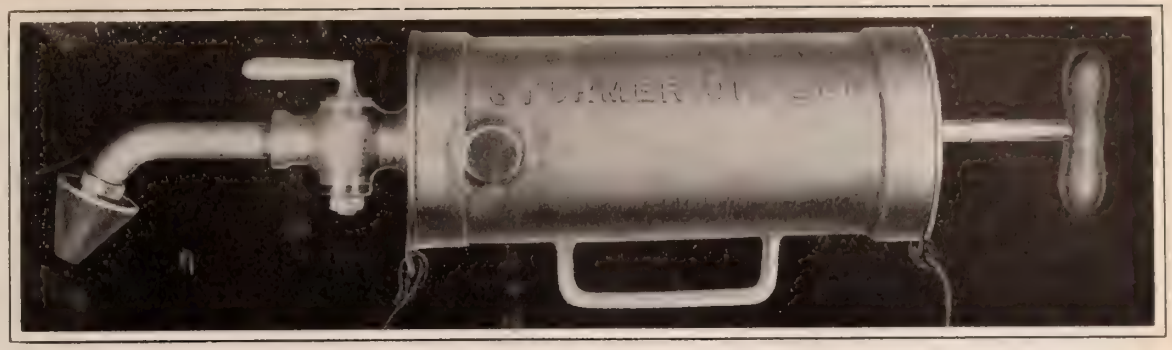
The "five-fifteen," or its Russian equivalent, may rumble into the station at any old time between sunset and midnight and no one would ever dream of registering a kick, because no one could absolutely swear that the train was not on time.

Train service, however, in all European countries, is demoralized to such an extent that no matter from what point of view one contemplates conditions, one glaring fact stands out pre-eminently: Railroad construction must precede reconstruction. To paraphrase the familiar American by-word, "The Constitution follows the flag," in war-tossed Europe. The locomotive must "go before the human motive." For whether the object in view is the distribution of supplies to a perishing people by American Red Cross or the mobilizing of troops, without railroad facilities the most prodigal resources and the best drilled armies are useless. Unless railroad communication is speedily built up and developed throughout Europe, a regime of famine. disease, the utter disruption of countries already distracted, and eventual paralysis of the whole world's trade relations are inevitable.

But, as suggested in the opening paragraph, the difficulties confronting the civil engineer and railroad magnate overseas are on a scale that would dampen the

ardor of any but the Yankee brand of ingenuity and initiative, and not the least of these is the free and easy attitude toward time which prevails all through South Russia.

Planning railroad schedules and time-tables to meet such exigencies would have been Job's finish. Though perhaps, after all, the reorganization of train service along lines of American efficiency would be the simplest of child's play. For it is not that the people of South Russia do not realize the inconvenience of missing trains, engagements and dinners through their lack of synchronized clocks, but rather their radical apathy which prevents them from getting together and doing something decisive about it.



The Sturmer Oil Gun

The Sturmer Oil Gun

WHAT is more troublesome to the railroad engineer than to find, when he thinks that he is ready for his trip, that there isn't enough oil in the lubricator to make his run?

The inconvenience and loss of oil caused by filling lubricators in the old-fashioned way, by using a can with a small or broken nozzle, has meant a loss of time and money to the railroads. To overcome this, the Sturmer Oil Gun was invented by George W. Sturmer, special representative of this Company.

The Sturmer Oil Gun was demonstrated at the last Road Foremen's Convention at Chicago, and, through the delegates to this meeting, it has been advertised throughout the United States. It does away with the oil can, screens the oil and measures it by half-pints; it can be filled in two ways, and can be carried over the shoulder. In a test of two months' use at one of our roundhouses, the oil gun gained for itself a record of draining and filling three lubricators in fifteen minutes, without the loss of a drop of oil.

Excerpt from the report of the Committee on Standard Appliances for Locomotives and Cars, United States Railroad Administration, reads:

"The device has been tried in service and has given satisfaction after limited trial."

The First Smoking Compartments

Until Provided Special "Railway Pipes" Were Made for Quick Concealment

By Henry Prosser Chanter
In *Modern Transport*

THERE need be no speculation as to the original first "smoking" carriage on railways, as it is a matter of record. The first one was introduced on the Eastern Counties Railway, England, in September, 1846. As early as 1839 Lieutenant Peter Le Count, inspector of rolling stock on the London and Birmingham Railway, recommended attaching a smoking carriage to every train, "as this habit has become almost a necessary of life with many people."

It was not until 1868 that the Legislature stepped in to stop the breaches of peace which were always arising. Why, there were "railway pipes," craftily contrived for instantaneous concealment.

We smokers should hold in reverence the name of Mr. H. B. Sheridan, M. P. for Dudley. In the debate on the Railway Bill in July, 1868, the last session of Disraeli's dying Parliament, Mr. Sheridan moved an amendment making the provision of smoking compartments compulsory. This was opposed by the Attorney-General, but John Stuart Mill, making his last speech in the Commons, upheld it as giving mere justice to smokers. He made the suggestion that the rearmost carriage in a train should be reserved for tobacco. The amendment became law by a majority of 22 in a division in which only 54 voted. Section 20 of the Regulation of Railways Act states:

> All railway companies except the Metropolitan Railway Company shall in every passenger train where there are more carriages than one of each class provide smoking compartments for each class of passengers unless exempted by the Board of Trade.

The Metropolitan Railway Company obtained an exemption on special grounds, but yielding to pressure that company provided compartments in 1874.

Special Meeting, Baltimore Veterans, Moose Hall, 410 W. Fayette St., August 2



OFFICERS OF BALTIMORE DIVISION, BALTIMORE AND OHIO VETERANS' ASSOCIATION

Left to right: Charles B. Snapp, 1030 N. Fulton Avenue, Treasurer, passenger car painter, Mt. Clare, 40 years service; H. A. Beaumont, 21 N. Fulton Avenue, Vice-President, general car foreman, Mt. Clare, 36 years service; "General" George Armstead Bowers, 23 N. Fulton Avenue, President, in charge Locomotive and Car Departments for Baltimore Terminals, 35 years service; Charles R. Weir, Recording Secretary, 1533 Poplar Grove Street, clerk in Freight Claim Department, 35 years service; W. H. Harrigan, 432 E. Fort Avenue, Financial Secretary, machinist at Riverside, 31 years service.

E. B. Rittenhouse, Representative Employe of the Baltimore and Ohio

LAST summer one of the young ladies in our Multigraph Department in Baltimore, brown as a berry, reported for work one Monday morning after her two weeks' vacation.

"Fine time?" I asked her—though her appearance made the question unneccessary.

"Fine time?" she repeated, "you bet we did! And we met the nicest man on our trip."

I pictured Atlantic City, its fine boardwalk, broad beaches, splendid bathing—and the moonlight. But my guess was wrong. She continued:

"When we were getting off the train at 24th and Chestnut Streets—we were all carrying heavy suit cases and bags—a nice looking gentleman asked me if he could not carry my bag off the train. I was glad to have him do so. Then we asked him the way to Wanamaker's, and as he was going in that direction, he carried my suit case all the way to the Market Street car, and, as he was going that way himself, went as far as the store with us, and introduced us to a nice, inexpensive restaurant for lunch. Before leaving he said:

" 'I saw you hand your transportation to the conductor on the train and knew you were a Baltimore and Ohio girl and I thought I would help you on your way if I could.' Then he gave me his card."

And saying this she handed me the card, on which I read:

BALTIMORE AND OHIO RAILROAD

E. B. RITTENHOUSE
FREIGHT AGENT WILMINGTON, DEL.

That was a most gratifying introduction to a fellow employe, and here I am just getting to a story about Mr. Rittenhouse, who, personal contact as well as the original introduction, have taught me is an altogether representative Baltimore and Ohio man.



E. B. Rittenhouse, agent at Wilmington

Mr. Rittenhouse was born April 18, 1870, the son of the Pennsylvania Railroad agent at State Road, Delaware.

His old home there still has the electric and telegraph wiring installed by the youthful Rittenhouse when he was learning to become an operator. For his batteries he used glass fruit jars and the zinc was sheet zinc melted and molded by himself.

In June, 1888, or when barely 18 years old, Mr. Rittenhouse first entered the service of our Company as an Extra Operator and Agent, under the jurisdiction of Superintendent J. Van Smith, working in that capacity on the old Philadelphia Division for six weeks. Following came the appointment to the agency at Childs, Md. At that time this was one of the least important of our agencies, with a revenue of about $250.00 monthly. Later it became the most important point for business on the line outside of the cities, showing a revenue of about $15,000 monthly. This was largely because of resumption of the output of an old paper mill and the building of an other, together with the construction of the L. C. & S. Branch of 5 miles' length to another large paper mill. During Mr. Rittenhouse's long service at this point, many offers of advancement came to him as just recognition of his ability but none of them seemed to him to promise so much in the way of usefulness and he chose to remain there, making friends for the Company and himself, until placed in charge of the Agency at Wilmington, Del., in July, 1918.

Business there was enormous, the war demand for supplies being at its height. There followed immediately upon this, in September, the consolidation of the P. & R. and Baltimore and Ohio freight departments' work for this city; an added volume of business, totaling nearly half a million dollars per month, the joint office forces coming together under the Baltimore and Ohio roof and Mr. Rittenhouse's jurisdiction as Joint Agent. This volume of business, and the bringing up to date of much confused and disorganized work fallen in arrears from war conditions, was successfully handled by the constructive methods of Mr. Rittenhouse and the staunch and loyal cooperation of his helpers. This particular accomplishment at Wilmington put to a severe and successful test many of the theories and practices of his life as to how the highest efficiency can be obtained through team work between supervisor and subordinates.



Passenger Station at Wilmington and Some of the Force

Left to right: Francis Murphy, assistant supervisor; J. B. Ward, clerk and operator; W. J. Russell, news agent; W. S. Hartman, agent and operator; W. C. Minker, baggage agent; J. S. McDaniel, lineman; I. Washington, porter

Mr. Rittenhouse believes in the practical application of the Golden Rule, both in his personal and business life—that exceptions which may arise from its persistent use only prove the Rule. He is of the type that had rather do things than talk about doing them. He is "long" on cleanliness and order. He believes absolutely in the effectiveness of "team work." He had rather suffer wrong than do wrong. He conducts all business in "the open"—absolutely above board. He constantly considers the welfare of those working for him. Finally he persistently voices his enthusiasm for the Baltimore and Ohio Railroad as developing everything

that is BEST in railroading, and endeavors to impress this upon all those with whom he comes in contact. Our patrons know that we are their friends and have their welfare at heart. That, so far as the merchants are concerned, we are in the same line as they are, *i. e.*, we are selling a commodity and realize that the satisfied customer is our best asset.

The success of Mr. Rittenhouse in holding old business and getting new business for the Baltimore and Ohio comes principally from the fact that as the representative of the Railroad he is sincerely interested in giving its customers the best possible service. That he is not unmindful of the value of advertising and keeping in close personal contact with the shippers in his territory, however, is shown by the following slogans which he has had printed on attractive business cards and has sent to his customers as an evidence of his constant interest in handling their transportation problems. He calls them "Baltimore and Ohio Optimisms" and they seem to be well worth the study of other of our agents.

People are either Optimists or Pessimists. We are confirmed Optimists where our Business—or yours—is concerned.

Business is Sensitive. It Goes where Invited and Stays only where Well Treated.

The secret of Success in Business is Service. He Profits Most who Serves Best.

Claims, 90 per cent. of which result in annoyance and loss, mean Liability, but we figure the Satisfied Claimant as an Asset.

The cheapest and most effective lubricant for the Business Machine is Courtesy. We know. We use it.

We differ from the Merchant only in the character and magnitude of our Business. We are actuated by the same desire to attract, please and retain our customers.

No Shipment too Large for our Capacity. None too Small for our Attention.

In Business, Error and Human Element are inseparable. We are Always Glad to Acknowledge and Rectify our Mistakes.

Although young in years and spirit, Mr. Rittenhouse came with the Baltimore and Ohio so early in life as to be doubly qualified in years for membership in our Veterans' Association, and holds his card in the Philadelphia Chapter.

J. T. Rockwell, Martinsburg Veteran

THE accompanying picture is of pensioned Conductor J. T. Rockwell, Cumberland Division, better known by the Railroad boys as "Uncle Tom." Captain Rockwell entered the service of the Company in 1881 as a Brakeman. He was promoted to Conductor in 1891, in which capacity he served until 1917, when he was retired and pensioned. "Uncle Tom" was one of the Company's most loyal employes, and at his advanced age is still young in looks. Brother Rockwell is one of the charter members of the Martinsburg Veterans' Association. He is a faithful member, and always enjoys chatting with the "boys" and giving some of his railroad experiences. He is proud of the fact that he is from Morgan County, where most of the best railroad men on the Cumberland Division come from.

A Soldier of the Road—Robert Gray

HERE we have a photograph of one of our Veterans, Robert Gray, a pensioned Passenger Conductor, aged 80 years.

Mr. Gray came to us in 1874 as Yardmaster at Connellsville, Pa. Two years later he was made Local Freight Conductor on the Pittsburgh and then on the Cumberland Divisions. When, about 1886, the Philadelphia Division opened, he was transferred to that section and remained there until he was retired, in 1907.



J. T. Rockwell

Judicial Reflections of a Granddaddy

By George W. Haulenbeek
Law Department

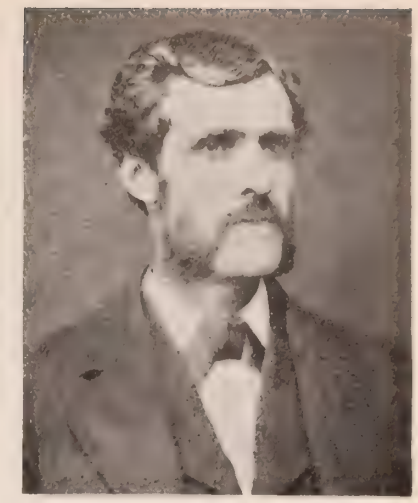
The Law Department is now well equipped with a force of capable stenographers, four young ladies and five gentlemen. When I came into the department 39 years ago, there was but one clerk; no typewriting machines, and men only in all the departments. Oh, my!

The train lad on No. 524, who, by the way, is a man of forty summers, does not display a very lavish or tempting stock of train reading matter, unless one regards "Mutt and Jeff," "Bringing Up Father," and stuff of that sort as entitled to a place in that category. If a passenger should ask for a copy of "Scribner's" or "Harper's," he might collapse.

Is it worth while making a request in one's letter to the Magazine? Some one expressed a doubt in my hearing. In a recent number of the Magazine, my contribution referred to the practice of lighting cigarettes in our elevators, crowded with our young ladies, with a request for its discontinuance. The practice has been abandoned almost entirely, showing that the smokers in the building noted my desire, saw its reasonableness and gave it heed. Does it pay?

Again, I received a very polite and courteous note from a young lady in our service commending my endorsement of the work of our telephone operators, adding that my commendatory remarks had had a good effect throughout our building. So the conclusion that these things do pay, may be accepted.

I have been permitted to peruse an English Railway Gazette, printed in the interest of the London and Northwestern Railway. I find many things in it to commend. Throughout the whole issue is a spirit of loyalty; real, genuine loyalty true to plighted faith or duty. Our Magazine possesses this same characteristic, but I would, if possible, have it stronger. I firmly believe in "praising the bridge that carries me over."



Robert Gray



Mike: Yis, Sor, I was in the charge but a bullet bi[t] me.
Zeke: Were you incapacitated?
Mike: No, Sor. I wus in Flanders

For the Book Lover

Editor Wrote Greatest Editorial After Reference to Eliot Books

THE editor of a great city daily sat at his desk wondering what he should write that would drive home to the hearts of his readers the awful meaning of a great disaster that had just happened.

Mechanically he reached out for the dictionary and, glancing over its pages, stopped at the word "pity." There was a definition, to be sure, but only a bloodless one. No thrill of feeling warmed him as he read it; it was chilled, cold-cut, scientific. He turned to the encyclopedia. There was "pity" again, but it was only the "pity" of the dictionary, amplified, but still uninspired.

As a last resort he reached to the shelf above his desk and took down volume 50 of Dr. Eliot's Five Foot Shelf of Books. He looked for "pity" there. To his eager surprise he found it. Here was Bacon's word on "pity," and Blake's, and here was what Burke had said, and Hobbes, and Pascal.

One by one he ran the references down in the other volumes, reading no mere fragmentary quotations, but the real throbbing thought of the great men of all times in its original context, the source and meaning and nature of pity. He sat down and wrote what proved to be the greatest editorial of his career.

Dr. Eliot's Five Foot Shelf of Books helped this man to write a great editorial. They are daily helping over 20,000 men and women to think straight and talk well.

What are these few great books that liberalize and inspire the mind and lead busy men and women to a clearer way of thinking, greater personal power, wider influence among their fellows?

Dr. Charles W. Eliot, from his lifetime of reading, study and teaching—40 years of it as president of Harvard University—has answered that question for us in his Five Foof Shelf of Books. "It is my belief," says Dr. Eliot, "that the faithful and considerate reading of these books will give any man the essentials of a liberal education, even if he can devote to them but 15 minutes a day."

Every man and woman should at least know something about this famous library. The publishers (P. F. Collier & Son Co., 416 West 13th Street, New York, N. Y.), have brought out a valuable booklet which tells all about the Harvard classics and Dr. Eliot's plan of reading. It is called "Fifteen Minutes a Day." The publishers will send it free to any reader of this MAGAZINE who applies to them for it.

Homes Without Books

Sign of the Intellectual Slump

By H. Addington Bruce, in "Rock Island Magazine"

(Copyright, 1919)

WILLIAM HARRIS ARNOLD, communicating through the *Atlantic Monthly*, announces the unpleasant discovery that there are fewer book stores in the United States than there were half a century ago. He is inclined to put on publishers much of the blame for this regrettable fact.

They do not, in Mr. Arnold's opinion, cooperate as they might in promoting the business of the bookseller. Especially does he think they err in refusing to allow the return of unsold books.

Yet one should not, after all, condemn the publishers for this. Shopworn books are not a first-class asset to any publisher. Neither, for that matter, are they a first-class asset to a bookseller. And if people handle books on counters, yet allow them to remain unbought, it is not surprising that booksellers become discouraged and quit business.

The fact is that the book-buying population itself has been on the decline. Hence the book stores have suffered, as every store must suffer when the demand for its wares falls off.

And that book buying is not what it used to be, despite the claims for various "best sellers," is apparent to anybody whose memory goes back even a scant twenty-five or thirty years.

When I was a boy there were comparatively few bookless homes. Nearly every home I then knew, whether in city or in country district, boasted a book collection, small or large. Today I feel safe in saying that bookless homes are in the majority.

Certainly they are in the majority when one includes homes where the "library" of other days is left with no modern additions, is left unread, mayhap is transferred to the ignominy of the garret. Again and again of recent years I have unexpectedly come upon these garret collections. Downstairs I would see only a novel or two, perhaps not even that. Upstairs, remote, untouched, dust-covered, my gaze would be caught by substantial volumes testifying to the bookloving fervor of a generation that had gone.

Now, bookless homes are at once a symptom and a cause. They are a symptom of intellectual torpidity. They are a cause of unrest, nerve strain and unhappiness.

For the mind requires food no less than the body. It needs to be exercised equally with the body. And only through the reading and rereading of good books can the mind gain all the food and all the exercise that it ought to have.

It is not enough to take books from a public library or to borrow books from friends. At least a few books of real worth must be constantly available. Otherwise semi-starvation and flabbiness of the intellect are an almost certain result.

Publisher friends tell me that there are signs of a renewal of activity in home library making. They speak glowingly of the book business of the past twelve months. They are far more optimistic than was their wont.

I sincerely trust their optimism is justified. The fewer bookless homes we have the brighter our prospects for the future will be.

New Pocket Edition Air Brake Instruction

The Westinghouse E-T Air Brake Instruction Pocket Book, by William W. Wood, Air Brake Instructor, is one of the handiest and most practical books that have



ever been sent us for review. Printed in large, clear type, on good paper, and well bound, it is, nevertheless, so compact as to slip into the pocket and be carried easily.

Among the contents of this book are: The No. 6 E-T Equipment—the Valve—the Piping—the Gauges. The theory of the Triple Valve, and its principle in application to the E-T Locomotive Brake. The Distributing Valve—Colored charts showing each and every phase of its action accompanied by colored piping diagrams indicating the contained pressures. Theory of the Quick-Action Triple Valves, its importance—principle in application to the Quick-Action Distributing Valve of the No. 6 type. The E-6 Safety Valve. The H-6 Automatic Brake Valve—theory and principle of the automatically acting brake-pipe pressure Equalizing Discharge Valve—Construction of the H-6 Brake Valve. Transparency plates in color tints showing the Rotary Valve, and through it the Rotary Valve Seat, Ports, etc., in each operative position of the Brake Valve Handle. The S-6 Independent Brake Valve—its construction. Transparency plates similar to those of the H-6 Brake Valve, showing the arrangements of Ports in Rotary Valve and Seat in each position. The Double-Pressure B-6 Feed Valve. The Duplex Automatically Controlled Excess and Maximum Pressure Pump Governor. The C-6 Reducing Valve. The "Dead Engine Feature" of the No. 6 E-T Equipment. Combined Air Strainer and Check Valve—its application to the Train Air Signal System.

Operation of the No. 6 E-T Locomotive Brake—Freight Service—Passenger Service—Switching Service—General Braking Service—Grade Work, etc. Reporting Work on the No. 6 Equipment. Testing the Equipment. Leaking or broken pipes of No. 6 Equipment.

The No. 5 E-T Locomotive Brake Equipment—Its distinctive features as compared with the No. 6 Type—Its Operation—Leaking or broken pipes in the No. 5 Equipment. Filled with colored plates, showing various pressures.

This book is on sale through the BALTIMORE AND OHIO MAGAZINE office, Mt. Royal Station, Baltimore, Md., at $2.50 per copy. Send check or money order.

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Daily Delay Sheet

We have just received a very interesting report published by the American Railroad Association, under Section III—Mechanical. It is on Scheduling and Routing Systems for Locomotive Repair Shops, as prepared by the committee of which Henry Gardner, mechanical engineer of the Baltimore and Ohio Railroad, is the chairman. Among the interesting exhibits is the Daily Delay Sheet used by the Schedule office of our Motive Power Department. The report also includes standard forms used for other kinds of work on different railroads.

Some Books in Our Own Library That You Will Enjoy Reading

No.	Title	Author
7081	Wigwam and Cabin	W. G. Simms.
3896	Commercial Products of the Sea	Simmonds.
2325	Julius Caesar	Shakespeare.
5482	From Jest to Earnest	E. P. Roe.
6364	Sealed Orders	E. S. Phelps.
7126	Boat Club	Optic.
6582	Two Marriages	Muloch.
5458	Flip and ——— at Blazing Star	Bret Harte.
5419	Eve's Daughter	Harland.
3641	Earth and Man	Guyot.
4676	Progress and Poverty	George.
6163	Parson of Dumford	Fenn.
7332	Hunters of the Ozark	E. S. Ellis.
6095	Old Curiosity Shop	Dickens.
5683	Jack Tier	Cooper.
6477	Tale of a Lonely Parish	Crawford.
7082	Woodcraft	W. G. Simms.
7226	Dream Children	Scudder.
2326	King Henry IV	Shakespeare.
5690	Janet's Love and Service	Robertson.
1763	Oliver Cromwell	Picton.
7162	Brake Up	Optic.
6745	Woman's Kingdom	Muloch.
5485	Gabriel Conroy	Bret Harte.
5874	Marble Faun	Hawthorne.
3592	Creation	Guyot.
1669	Life of James Monroe	D. C. Gilman.
6391	Silver Canon	Fenn.
....	Invasion of France in 1814	Eschmann.
6113	Oliver Twist	Dickens.
5791	Lionel Lincoln	Cooper.
6304	Roman Singer	Crawford.
7085	Lemassee	W. G. Simms.
6847	Charlemonte	W. G. Simms.
4487	Animal Life	Semper.
2322	Coriolanus	Shakespeare.
2324	Hamlet	Shakespeare.
5128	Beyond the Gates	E. S. Phelps.
7099	All Taut	Optic.
7090	Adventures of a Brownie	Muloch.
5284	Crusade of the Excelsior	Bret Harte.
5398	Empty Heart	Harland.
6074	Norine's Revenge	Fleming.
7424	Middy and Ensign	Fenn.
7259	Footprints in the Forest	E. S. Ellis.
6148	Our Mutual Friend	Dickens.
5580	Heidenauer	J. F. Cooper.
5986	Mr. Isaacs	Crawford.
6254	Prophet of the Great Smoky Mountains	Craddock.
269	LaSalle and Discovery of the Great West	Parkinson.
284	North Americans of Antiquity	Short.
5306	Day of Fate	E. P. Roe.
5489	Gates Ajar	E. S. Phelps.
7123	Bivouac and Battle	Optic.
5147	Brave Lady	Muloch.
5369	Drift From Two Shores	Bret Harte.
2638	House of Seven Gables	Hawthorne.
6502	Terrible Secret	Fleming.
1086	Off to the Wilds	Fenn.
5464	Forest House	Eschmann.
6210	Pickwick Papers	Dickens.
5622	Have as Found	Cooper.
5338	Dr. Claudious	Crawford.
1590	Prison Life of Jeff Davis	Craven.
7018	Richard Hurdis	W. G. Simms.
949	Land of Rip Van Winkle	Searing.
946	Hunting Trips of a Ranchman	Roosevelt.
5222	Children of the Abbey	Roche.
7026	Scottish Chiefs	Jane Porter.
7363	Lake Breezes	Optic.
7437	Motherless	Muloch.
5943	Millionaire of Rough and Ready	Bret Harte.
6204	Phenne's Temptation	Harland.
5036	Allen Quartermain	Haggard.
6471	Sweet Mace	Fenn.
7078	Waterloo	Eschmann.
5547	Hard Times	Dickens.
5967	Minikins	Cooper.
6766	Wyandotte	Cooper.
7028	The Scout	W. G. Simms.
3522	Field Engineer	Shunk.
432	Naval War of 1812	Roosevelt.
5735	Knight of the 19th Century	E. P. Roe.
7049	Thaddeus of Warsaw	Jane Porter.
7375	Little Bobtail	Optic.
6003	My Mother and I	Muloch.
6116	On the Frontier	Bret Harte.
6354	Scarlet Letter	Hawthorne.
5694	Jess	Haggard.
6627	Vicais People	Fenn.
1764	Oliver Cromwell	Forrester.
5793	Little Dorritt	Dickens.
6166	Pathfinder	Cooper.
6786	Zoroaster	Crawford.
6905	Prayers	W. G. Simms.
1742	Life of Burns	P. Sharp.
7169	Bush Boys	Capt. W. Reid.
4241	Other Worlds Than Ours	Proctor.
7430	Money Maker	Optic.
5764	Laurel Bush	Muloch.
6[illegible]0	Snowbound at Eagle's	Bret Harte.
6563	True as Steel	Harland.
5591	Helen's Babies	Habberton.
7258	Flat Iron for a Farthing	J. H. Ewing.
6977	Love and Liberty	Dumas.
5300	David Copperfield	Dickens.
6237	Prairie	Cooper.
6664	Water Witch	Cooper.
6922	Guy Rivers	W. G. Simms.
84	History of Egypt	S. Sharpe.



Hinkey: Did you hear about the new tiers they're puttin' in at the jail?
Dink: No, what are they?
Hinkey: Profiteers.

Women's Department

Edited by MARGARET TALBOTT STEVENS

A song of the wood on a midsummer morn,
Tra-la-la, tra-la-la, la,
As the crow takes his flight o'er the green fields of corn,
Tra-la-la, tra-la-la, la,
When voices of wild folk are heard high and low,
Keeping time with the blossoms that nod to and fro,
And resound through the valleys, wherever we go,
Tra-la-la, tra-la-la, la.

How merry the cat-bird who calls to her mate,
Tra-la-la, tra-la-la, la,
Who swings with the breeze on his bush by the gate,
Tra-la-la, tra-la-la, la,
And the sound of the katydid rustling her wings,
As high in the treetop all morning she sings,
"O, come, let us see what the summertime brings,"
Tra-la-la tra-la-la, la.

Hear the woodpecker tapping a hole in the tree,
Tra-la-la, tra-la-la, la,
In harmony sweet with the hum of the bee,
Tra-la-la, tra-la-la, la,
O they sing as they work on this midsummer morn,
From the wood, from the dell, from the hedge and the thorn,
And the crow takes his flight o'er the green fields of corn,
Tra-la-la, tra-la-la, la.

Come on Girls!

HERE is a letter from one of Our Girls, who suggests that we give more space in the Women's Department to the girls of the offices. This is a fine idea, and, while in the May and June issues of the MAGAZINE we have been guided by the kind of material that we had to work on, yet there are hundreds of Railroad Girls who can help make these pages more interesting. Let us hear from them. We are not afraid of being swamped with letters; worse things than that have happened, and we'll find a way to manage. Let us have more suggestions; send us your problems and we'll try to solve them. Thank you, Miss Gessner.—ASSOCIATE EDITOR.

BALTIMORE, June 19, 1920.

My Dear Miss Stevens—

Your "Women's Department" in the May number (which, by the way, is a mighty good one) is all right, and I'm wishing you all kinds of luck with it; but, why couldn't you find a little corner for the hundreds of women employes who are now on the pay rolls?

Of course, we're all interested in the household problems, hoping that some day we may have need for all the "dope" you're going to get for us on those subjects, but just at present our time is pretty well taken up trying to make a success of the railroad business and there's a lot of things we would like to know about that. I am sure that if you could find enough space in the new section for the women workers of the Baltimore and Ohio to use as a letter column, or something of that sort, you could get some very interesting matter to use.

This letter isn't a criticism—far from it. Since you used to be "one of us" (of course, you still are, for that matter) and realize the problems we are up against, I'm sure you'll realize just what I mean.

Sincerely yours,
(Signed) MABEL T. GESSNER.

Welcome the New Girls

By a Stenographer

PERHAPS your first impression on entering the beautiful corridor of the Baltimore and Ohio Central Building is that of space, but, on entering one of the busy general offices anywhere throughout the building, you feel entirely different; it seems as though there are just folks, and folks, and then more folks.

You, who recall your first day with the Company in one of these large general offices, will know that a sensitive or timid person will probably find out very little about anyone or anything there, for at least two or three weeks, except her own niche in the office and the man or men for whom she works. And you who have felt this way, will you not make it your privilege to extend a word of greeting to the new members of the Baltimore and Ohio family who come to work with us? Tell them it will make you glad if you can be of any assistance, show them, if they are stenographers, the various kinds of stationery for the different kinds of work; explain how office and building memoranda are written as distinguished from correspondence to outside concerns or Baltimore and Ohio offices in other places. For example, there is the telegram, which, as you know, is worded in the most concise way possible to convey its meaning. You who read this know, I'm sure, how much easier it would be if we should do our bit to help, not only in the office, but everywhere.

I am reminded of a poem called "Life," which is rather apropos:

"What's life? A story or a song?
A race on any track,
A gay adventure, short or long,
A puzzling nut to crack?
A pit where fortune flouts or stings,
A playground full of fun?
With many, any of these things,
With others, all in one.

"What's life? To love the things we see,
The hills that touch the skies,
The smiling sea, the laughing lea,
The light in women's eyes.
To work, and love the work we do,
To play a game that's square,
To grin a bit when feeling blue,
With friends our joys to share.
To smile though games be lost or won,
To earn our daily bread,
And when, at last, the day is done,
To tumble into bed."

When we are in bed, these things having been done, sleep will come to us as naturally as to a child. Let's try.

Sticking to One Job

By George W. Haulenbeek
Law Department

A GENTLEMAN in Chicago has five daughters who are eligible for the sea of matrimony. The five young men who wish to become their husbands must satisfy the father of these young ladies that they will make good 100 per cent. The applicants are expected to measure up to certain requirements.

The first requirement is to be ambitious to succeed in life.

The second, an old fashioned one, willingness to stay by the home fireside.

Third, each candidate must be reasonably good looking.

The fourth requirement, he must be a veteran of the army or navy.

The fifth and most important of all, he must be the sort of a man who sticks to one job and makes the most of it.

The sixth, health and intelligence.

As I have held on to one job in the good old Law Department for over 39 years, and continuously at that, I feel that I can measure up to the fifth requirement. So it is just possible that I may in due time be located in Chicago and perhaps become the correspondent of the BALTIMORE AND OHIO MAGAZINE from that section. You never can tell. I firmly believe in destiny.

Dear Women Readers:

Once upon a time—and it wasn't so many years ago—a woman was considered quite out of date unless she followed a certain prevailing style in the choosing of her hats and gowns.

During one summer that I remember, it was supposed to be very fashionable to wear what was known as a "mushroom" hat. Almost every woman had one, and she who had none felt like crawling under the seat when she went to a public gathering, for she was certain to appear conspicuous. I have seen whole rows of women dressed in these hats and looking for all the world like rows of prim little cabbages, each one just like the one next to her—until you got a peep at the faces under these hats. Just because Mrs. Smythe-Jones, who had a round, smiling face, wore a "mushroom," Miss Arabella Brown, who was very large and sharp featured, sat right next to her and wore a "mushroom," too.

Modistes and tailors vied with each other in trying to produce the ONE leading fashion, and the first of these who succeeded in getting the recognition of the foremost newspapers was the only one who was able to get all his goods on the market; other styles had to be remodeled to conform to the prevailing fashion. But now, thanks to common sense, times—and clothes—are mended, and individuality is the keynote to fashion.

Almost anything that is becoming is in style. Scan our fashion books of today. There is the tight basque of grandmother's time; the gay Russian blouse that hangs loosely from the shoulders; the shirtwaist with the high collar and long sleeves, the flat collar with three-quarter sleeves, with the low neck and short sleeves, or, as in the evening gown, with no sleeves at all. Skirts are wide, narrow, tucked, plaited, short, long, piped, gathered, frilled and quilled. Hats are large, small, with and without brims, with and without crowns; there are floppy sunshades, poke bonnets, turbans, and sailors. There is almost no limit to the styles from which we may choose. Moreover, Anne, who makes her own clothes, can afford a greater variety than Marie, who must buy her's ready made.

There is a little girl who works in the Car Service Department at Baltimore who once set me to wondering how she could afford so many dresses; one day I asked her. The answer was simple, "I make them myself," said Matilda. She designs them according to her own fancy and they truly "belong to her." We have asked Matilda to give us some hints on dressmaking for our Women's Department; meanwhile, if you have any of your own, send them in.

Yours very sincerely,

Margaret Talbott Stevens

Associate Editor.

How Do You Like My Dress? I'll Tell You How to Make One

By Matilda Baer

Demurrage Clerk, Car Service Department

GIRLS who make their own clothes can afford to be well dressed at all times. The frock in the accompanying picture was made of white voile, heavily dotted, over a slip of pale pink taffeta. The slip is cut straight, just of two pieces; the overskirt is on the same plan, of two straight pieces, but cut shorter than the underskirt. The bottom of the overskirt is hemmed and the lace is stitched about 3½ inches from the bottom. When the lace is securely fastened in place, the material under it is cut away, leaving the double hem and single overskirt.

The body of the dress is a kimono effect, a straight piece of material being folded and the sleeves cut perfectly straight at the desired length. It is often a wise plan to fold the material into four parts in order to get both body and sleeves exactly alike. The lace is put into the sleeves in exactly the same manner as is the lace in the skirt. The collar is a straight piece about ten inches wide, hemmed and with the lace also stitched in and the material under it cut away. This is placed on the body of the dress, perfectly straight.

Use a piece of the voile or of any stiffer white material for the vest. Upon this are stitched strips of lace, one just above the other, until the effect is that of a lace yoke. Then both of the skirts are gathered to a belt. Almost any kind of a girdle that suits your fancy may be used; with this dress I use a girdle of pink satin ribbon.

The Hat

The frame for the hat may be purchased for a very small sum, and the clever girl may have a hat to match each of her summer gowns. This one is of white organdy. The frame is laid upon the material to determine the size and shape of the pieces to be cut. Two pieces are cut exactly alike, the one for the top of the brim, the other for the underneath. These are basted together and the centre for the top is cut out, but leave the bottom until the whole has been thoroughly basted and secured. The crown is a small oblong piece, just cut large enough to cover the very top. The sides are perfectly straight pieces, turned in at the top and stitched. Be sure to baste everything first so as to make sure that you have the effect that you wish before you stitch it. There is no trimming on the hat except the small, black French knots and a narrow piece of black ribbon that goes around the crown and forms streamers in the back.

White slippers and stockings complete this costume of the Summer Girl.

Hail, Monongah Mermaids!

THE young ladies employed in the Superintendent's office of the Monongah Division are well known, locally, for doing things new and novel. The Monongah Division baseball team, having been organized, the girls did not propose to be outdone, and forthwith proceeded to organize the Baltimore and Ohio Ladies' Swimming Club. Grafton being located on the shores of the picturesque Tygarts Valley River, and being blessed with a park just at the edge of the city, which boasts of a first class beach for bathing and swimming, the girls at Grafton are more fortunate than some of their Baltimore and Ohio sisters. The officers of the club are: Miss Margaret Byers, tonnage clerk, President; Miss Katie Tucker, stenographer, Secretary; Miss Eva Gerkins, file clerk, Treasurer; Miss Ethel Bradford, secretary to Superintendent, Royal Costumer. The club starts out with ten members and promises to create a sensation in swimming circles.



Here's the industrious little lady who designs and makes her own clothes, Miss Matilda Baer, demurrage clerk, Car Service Department

My New Stenographer

I have a new stenographer—she came to work today,
She told me that she wrote Graham system;
Two hundred words a minute seemed to her, she said, like play;
And word for word at that—she never missed 'em.
I gave her some dictation—a letter to a man,
And as I recall it, this is how the letter ran:

"*Dear Sir*—I have your favor, and in reply would state
That I accept the offer in yours of recent date.
I wish to state, however, that under no condition
Can I afford to entertain your freelance proposition.
I shall begin tomorrow to turn the matter out;
The copy will be ready by April 10, about.
Material of this nature should not be rushed unduly.
Thanking you for the favor, I am, Yours very truly."

She took it down in shorthand, and with apparent ease and grace;
At last, I thought, I have a girl worth having 'round the place.
She didn't ask me to repeat, nor jump up in a flurry.
I said, "Now go write it out; but don't be in a hurry."
The Underwood she tackled—now and then she hit a key,
And after thirty minutes, this is what she handed me:

"*Dear Sir*—I have the fever, and on the fly I sit,
And I except the offer as you have reasoned it.
I wish to say, however, that under no condition
Can I for to take your free lunch preposition.
I shall be in tomorrow to turn the mother out.
The cap it will be red, and cost ten dollars about.
Material of the nation should not rust.
N. Dooley.
Thinking you have the fever, I ame, Yours very truly."—*Exchange.*

Our Pattern Service

Not only may the patterns shown on these pages be ordered through this office, but also any *Pictorial Review* pattern as given in the *Pictorial Review* Fashion Book, or as advertised elsewhere.

For quick service, fill out the coupon, cut out and mail to us.

WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mount Royal Station."

Try our pattern service—five days from day you mail order to day you get pattern.

Name .....

Street .....

City .....State .....

Size .....

Send pattern number .....

Style Programme for New Season Includes Soft Picturesque Frocks

By Maude Hall

STYLES for the new season disport themselves under the most favorable auspices. They seem to have the whole-hearted approval of every woman who loves clothes that are loyal to the best traditions of correct dressing. There is something daintily fastidious about many of the latest models that makes them peculiarly appropriate for summer wear. Duplicated in inexpensive cottons, they help to bring the wardrobe up to its vacation quota, without drawing upon the allowance set aside for other things.

Indeed, the woman who does her own sewing is not nearly so alarmed over the reduced production in clothes as is her sister who has to buy everything ready made. Her only drawback is in the limitation of her allowance for shopping when she starts out to select new frocks and waists. But even with a curtailed budget she can do well, if she is patient and painstaking.

Favorite Summer Fabrics

One could not do better this season than to invest as liberally as possible in the soft cotton fabrics—voile, marquisette, the muslins, ginghams, etc. There are numerous exclusive models in these materials which may be copied with utmost ease and within a short time. Some are so simple that they easily can be made in a day. Under this head comes a pretty blue and green check gingham, trimmed with white mercerized poplin. The front of the dress is slashed at center-front and finished with an inset vestee. Tiny rows of blue mercerized braid outline the round neck and front, though this trimming may be ommitted if desired. At the side seams there are inserted pockets, emphasized by distended trimming pieces. A narrow belt of poplin holds in the fulness at the waist. The majority of the checks and plaids for summer wear are developed in straight line effect, the variations being rung in on the details.

Palm Beach Red

Fancy runs riot in the design of the delicately tinted organdies and swiss novelties. We are promised a great vogue of red this year. The shade is a rather becoming one and is known as Palm Beach red. Childhood reminiscences bring to mind a similar color known as Turkey red. White, the Oriental influence, is strong in the world of dress. It is doubtful if anything Ottoman even in name could get very far in fashionable preference at this time. A Palm Beach red dotted swiss frock patterned with circles of white features a tunic blouse with large fichu collar. Fine white net outlines the edges of the tunic and collar, the fastening being in surplice effect. There is a vest of white organdy but the sash is of the dotted swiss.

Seasonable Toggery for the Kiddies

The little coats shown here are Fashion's tributes to girls between one and eight years. They lend themselves to development in pique, taffeta, satin, pongee, serge or velvet. They are *Pictorial Review* designs, numbers and sizes following:

No. 8940. Sizes, 1 to 4 years. Price, 25 cents.
No. 8648 Sizes, 1 to 6 years. Price, 20 cents.
No. 8025. Sizes, 2 to 8 years. Price, 20 cents.
No. 8798. Sizes, 1 to 4 years. Price, 25 cents.
No. 8115. Sizes, 2 to 8 years. Price, 20 cents.



Dress 9022 Dress 8949 Dress 9019 Dress 9002 Dress 8980

35 cents for each of the above patterns



DRESS No. 9022. Sizes 34 to 50 inches bust.

DRESS No. 8949. Sizes 34 to 50 inches bust.

DRESS No. 9019. Sizes 34 to 50 inches bust.

DRESS No. 9002. Sizes 34 to 50 inches bust.

DRESS No. 8980. Sizes 34 to 48 inches bust.

Defined

Miss Wilson had been giving the class an elementary talk on architecture. "Now," she said, "can anyone in the class tell me what a 'buttress' is?"

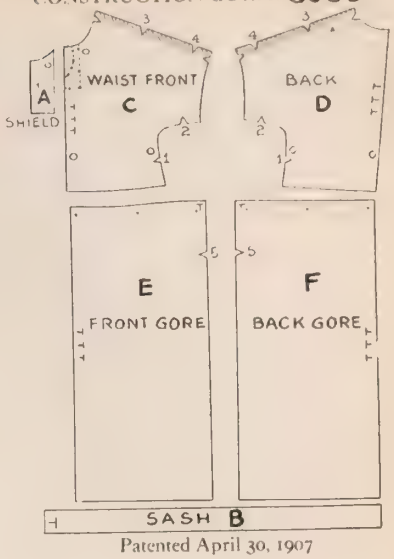
Little Walter arose, his face beaming with a quick flash of intelligence. "I know," he shouted, "a buttress is a nanny goat."—Buffalo *News*.

Safety First

"Madam, the feather in your hat is getting in my eye," said the man on the crowded car.

"Why don't you wear glasses?" snapped the woman.

CONSTRUCTION GUIDE 8930



Patented April 30, 1907

Fetching Frock Built upon the Slender Lines Fashion So Warmly Approves This Season

TO APPEAR slim is the aim of every woman and the dress that helps to realize her aim is the one that is sure to attract her. This model with long waist and two-piece shirred skirt is suitable to development in any of the tub materials now in such great vogue, or the non-washable silks and satins. The model is designed to be slipped on over the head, the closing being on the shoulders. Short kimono sleeves and a round neck are features of the waist and since simplicity is the keynote of fashion, one does well simply to finish these parts without trimming. Medium size requires 3½ yards 40-inch material to make.

With the exception of the little vest or shield, and the piecings for the sash, all of the sections of the dress are laid along the lengthwise fold of materials, which means that seams are almost entirely eliminated. After each section is cut and notched and perforated, as directions require, take the waist and close under-arm, sleeve and shoulder seams as notched. Leave shoulder seam free from small "o" perforation in front section to neck edge and finish for closing.

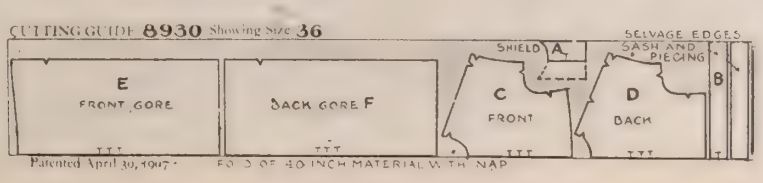
Next, take the skirt and join gores as notched. Gather upper edge between "T" perforations. Gather along crossline of small "o" perforations and make three rows of gathers below, ¼ inch apart. Sew skirt to lower edge of waist with center-fronts and center-backs even and bring side seam of skirt to under-arm seam.

Hold in the fullness at the waistline with a string belt of self-material or a belt of suede.

Pictorial Review DRESS No. 8930. Sizes, 34 to 46 inches bust. Price, 35 cents.



CUTTING GUIDE 8930 Showing Size 36



Patented April 30, 1907 FOR 3 OF 40 INCH MATERIAL WITH NAP

Tomatoes!

Tomato time is with us again, and with it comes the question of the most appetizing ways of serving this wholesome and nutritious vegetable. A gentleman remarked the other day that he preferred to eat his tomatoes right from the vine, but, like the famous pudding of the Mother Goose Rhyme,

"Some like them hot,
Some like them cold,
Some like them in the pot . . ."

Put tomatoes are good, no matter in what style they are served. The next time you are looking for something new and unusual, try the recipe for tomato gravy.

Tomatoes

Select large, red, firm tomatoes. Dip for a half-minute into boiling water. Remove the skins with a sharp knife; slice ¼ inch thick and serve on leaves of lettuce with crushed ice.

Tomato Gravy

Put six slices of bacon in a deep frying pan. When cooked, remove to a large gravy bowl, chop fine, and set aside. Into the hot fat in the fry ing pan put one large very ripe tomato and one onion, both of which have been chopped fine, and a sprig of parsley. Let simmer for about five minutes. In acup mix two tablespoons of sifted flour, ½ teaspoon salt, and ¼ teaspoon pepper, in enough water to make a thin batter. Fill the cup with water, stir thoroughly and add to the ingredients of the pan. Stir briskly, adding more water as the mixture becomes thick. Pour into bowl containing the bits of bacon and serve hot.

Tomato Salad

4 large firm tomatoes.
1 large cucumber.
2 sweet peppers.
1 onion.
1 head lettuce.
1 tablespoon vinegar.

Cut tops from tomatoes, hollow out, and scallop the edges. Put the tomato pulp into a mixing bowl. Add the cucumber, onion, sweet peppers and heart of the lettuce, all chopped fine; then add vinegar. Mix well and add pepper and salt to taste. Put back into tomato cases; serve on lettuce leaves with mayonnaise dressing.



Grouches! Don't Pick on the Locust Point Juniors. They Have Troubles Enough

When the catcher gets his whiskers caught in the meshes of the screen, it is high time to ask spectators to "have a heart"

By "Pop Anson"

IN REPLY to numerous inquiries concerning the doings of the Locust Point Junior Baseball Team, we would state that in the following explanation of the reason for the postponement of our match games, we humbly beg the indulgence of our friends and the attentive ears of our enemies.

First, let it be known, the Baseball Public is made up of two distinct factions, the Loyal Fans and the Grouches. Moreover, it grieves us to admit that at our last practice game, Old Man Grouch and all of his ancestors and descendants were present. We appreciate, however, the interest and enthusiasm that was shown by our Loyal Fans, and we leave the following facts in your gentle hands and submit to the mercies of your criticism.

Our ball, having been "Babe Ruthed" all over the lot, has burst with pride, and is now at the harness maker's shop being knitted and purled into shape.

Our Left Fielder unintentionally left his glass eye on the buffet at his home, and as ours is a sun field, we make sincere apologies for his lack of "Ty Cobbiness." But, a hint to the wise being sufficient, we wish to add that we have met and have made confab with a certain mysterious guy who wears smoked glasses and who is more than anxious to accept terms.

The Short Stop is having new ball bearings put into his cork leg; he melted the old ones while running for infield bunts. We expect a great deal from him later on.

Mr. Center Fielder showed up in the garden with a crabbing net. As this was not intended to be a La Crosse game, we feel obliged to make a ruling that hereafter no crabbing net or domesticated market basket will be given admittance.

The thrilling point of the game presented itself when our nearly famous catcher made a masterful attempt to capture a pop foul and succeeded in catching his whiskers in the meshes of the screen. There he hung, suspended in mid air. One of the spectators ran to a clothing shop for a pair of scissors, but alas, the clothing workers were on a strike and the shop was closed. Then, one of our Loyal Fans bethought him of a brilliant idea; he lighted a blow-torch and singed the Catcher loose. (Notation will be made on his service record for the heroic act.)

Now, folks, remember that these boys are new; it will take them a year or two to show you the stuff that they are made of. Look back upon the early records of other stars, such as Rusie, Mulane, Robertson, Delehanty, and Spaulding, then give these boys a chance. You will be proud of them before the season closes.

And now, for the benefit of Speaker, Huston, McGraw, Moran, et al., we wish to add that if these aforesaid gentlemen wish to save themselves time and expense, they will do well to keep their scouts away from Locust Point; we have no players that we wish to trade, sell, or exchange. We are satisfied with our lineup and we intend to keep it. Moreover, we can point with pride to our record, which is (to date):

GAMES LOST.....0

Come out to our next game and decide for yourselves whether or not we are entitled to membership in the Baltimore and Ohio System League.

Auditor Merchandise Receipts Team

We are presenting in this issue our Baltimore and Ohio Baseball Team of the System League, which, at the present writing, has won six out of the seven games. Meet also our Blue Ribbon Babies and some who were Blue Ribbon Babies, and the echo at the other end of the room wants to say "full-blooded, blue-blooded," or as Maeterlinck would have it, "Blue-Bird-ed," for the Blue Bird does, indeed, bring happiness to those who would search for it.

From left to right are, back row: R. Gretzner, L. Vinci, A. Ashmeier, O. Brandall, F. Schaake, A. Beck, and J. Fogarty. Front row: V. Walters, R. Hall, A. E. Everhardt, Manager C. Davis, H. E. Kruse.

Note to Baseball Writers!

We would like to publish full box scores but lack of space forbids. Please get your scores in as soon after the games as possible. —EDITOR.

Somerset-Connellsville

Connellsville, Pa., May 25

Score by Innings										R	H	E
Somerset.....	0	0	0	0	0	0	1	0	0—1	3	7	
Connellsville.....	2	0	1	1	4	0	0	1	x—9	7	8	

Summary

Stolen bases—H. Fisher, 2; Snyder, 1. Sacrifice hits—Jobes. Two-base hits—E. Fisher, H. Fisher, Nicholson. Three-base hits—Hassen. Left on bases—Connellsville, 11; Somerset, 7. Struck out by Lohr, 7; by Sheets, 3. Struck out by Nicholson, 1; by Revello, 2. Bases on balls—off Lohr, 2; off Sheets, 7. Bases on balls off Revello, 3; off Nicholson, 4. Hit by pitched ball—by Sheets, 3; by Revello, 1; by Nicholson, 1. Umpires Small and Addis. Time of game—2.13.

The lineup follows:

Somerset—Adams, 3b, c; Martz, 2b; Bender, c, 3b; Phillippi, 1b; Revello, lf, p; Nicholson, p, lf; King, cf; Yanos, r; Miller, ss.

Connellsville—H. Fisher, 2b; Francis, cf; Snyder, 3b; Hassen, 1b; Jeffries, ss; E. Fisher, ss; T. Jones, c; Jobes, lf; G. Jones, lf; Clawson, rf; Haynes, rf; Lohr, p; Sheets, p; *Barrett.

*Batted for Sheets in the 4th.

Somerset-Smithfield

May 29

Score by Innings										R	H	E
Somerset.....	2	0	0	4	0	1	0	0	—7	4	6	
Smithfield.....	2	7	1	0	0	0	1	1	–12	17	8	

Summary

Bases on balls—Huhn 3, Abraham 0, Nicholson 1, Revello 0. Wild pitch—Huhn 1, Abraham 1, Nicholson 0, Revello 0. Left on bases—Smithfield 6, Somerset 1. Two-base hits—Covach and Foye. Struck out—Nicholson 2 (2 innings), Revello 6 (6 innings), Huhn 7 (4 innings), Abraham 6 (4 innings). Umpires—Nixon and Holderbaum. Time of game—2.30.

The lineup follows:

Somerset—Adams, 3b; King, 2b; Bender, c; Miller, ss; Cage, 1b; Nicholson, p, lf; Revello, lf, p; Yanos, cf; Martz, rf.

Smithfield—Clemmer, ss; Malone, cf; Wosser, c; Foye, 1b; Abraham, 2b, p; Glenn, 3b; Covach, lf; Trevorrow, rf; Huhn, p, 2b.



This team from the Auditor Merchandise Receipts Office represents the Baltimore and Ohio Building in the System League

Somerset-Connellsville

Somerset, Pa., June 8

Score by Innings										R	H	E
Somerset	0	0	1	0	0	2	0	0	0	3	6	4
Connellsville	0	2	0	2	0	0	0	2	0	6	11	3

Summary

Sacrifice hits—Hassan, Snyder, Kenner, King, Revello. Two-base hits—E. Fisher, Jones. Double-plays—Hassan to E. Fisher to Jones. Struck out by Beckel, 6; by Sheets, 2. Struck out by Miller 2; by Blough, 4. Bases on balls—off Beckel, 1; off Sheets, 2. Bases on balls—off Miller, 2. Hit by pitched ball—by Beckel, 1; Miller, 1. Umpires Adams and Lepley. Time of game—1.50.

The lineup follows:

Somerset—Miller, 3b; King, 2b; Adams, c; Miller, ss; Blough, p; Phillippe, 1b; Revello, lf; Yonos, cf; Martz, rf; Nicholson, 1b.

Connellsville—H. Fisher, 2b; Francis, cf; Hassan; E. Fisher; Snyder; T. Jones; Clawson; Kenner; Beckel, p; Sheets, p; *Barrett.

*Batted for Beckel in the 7th.

Grafton-Hardman

June 9

The Monongah Division, under the management of C. L. Ford, played the Hardman aggregation of the Cumberland Division at Legion Ball Park on June 9, the local boys winning by a score of 9 to 4.

The following is the summary of the game played:

Score by Innings										R	H	E
Grafton	0	1	3	2	0	0	2	1	0	9	14	3
Hardman	0	0	0	1	1	1	0	1	0	4	8	5

Summary

Stolen bases—Emerson. Three-base hits—Nutter, Hopke, Boyce. Two-base hits—Horchler, Mathews, Jones, Boyce. Strike outs—Slack 14, Digman 9. Base on balls—Slack, Lyons 2, Van Zantd, Digman, Feeney. Double plays—Skinner to Lyons. Hits off—Slack 8, Digman 14. Umpires—Jones and Colebank. Time of game—1.40.

The lineup follows:

Grafton—Huber, 3b; Mathews, rf; Feeney, cf; Hopke, lf; Jones, 1b; Boyce, 2b; Fischer, ss; Shountz, c; Slack, p.

Hardman—Horchler, 1b; Lyons, 2b; Skinner, ss; Nutter, 3b; Bell, cf; Fromhart, rf; Emerson, lf; Van Zandt, c. Digman, p.

Connellsville-Smithfield

Smithfield, Pa., June 11

Score by Innings										R	H	E
Connellsville	0	0	0	0	1	1	0	3	0	5	7	6
Smithfield	0	0	0	0	0	0	3	0	1	0	4	7	5

Summary

Stolen bases—Barrett, Jones, Clemmer. Sacrifice hits—Jones, Malone. Two-base hits—H. Fisher. Home runs—E. Fisher. Left on bases—Connellsville, 5; Smithfield, 3. Hits off Beckel, 5 in 5⅓ innings, times at bat 1, out in 6th. Jones, 2 in 3⅔ innings, times at bat ——. Struck out by Beckel 4, by Jones 2, by Abraham 8. Bases on balls off Abraham, 4. Passed balls—Wasser. Hit by pitched ball—by Abraham 2 (Francis and Kenner). Umpires—Adams and Morgan. Time of game—1.55.

The lineup follows:

Connellsville—H. Fisher, 2b; Snyder, 3b; Francis, cf; E. Fisher, ss; Hasson, 1b; Kenner, rf; Clawson, lf, c; Jones c, p; Beckel, p; *Barrett, lf.

*Batted for Beckel in the 7th.

Smithfield—Clemmer, ss; Malone, 2b; Wasser, c; Foye, 1b; Lepley, cf; Glenn, 3b; Covach, lf; Trevorrow, rf; Abraham, p.

Game called at 2.00 p. m., Connellsville at Smithfield.

Somerset-Smithfield

Smithfield, Pa., June 12

Score by Innings										R	H	E
Somerset	1	0	0	0	0	1	0	0	x	7	6	1
Smithfield	3	0	0	1	0	0	5	x	x	9	11	7

Summary

Earned runs—Somerset 3, Smithfield 6. Home Run—Covach. Three-base hits—Malone, Wasser, Foye. Two-base hits—C. Clemner, Malone, Epley, Phillippi. Double play—Phillippi to King. First base on balls off—Revello 2, Nicholson 1, Epley 5. Hit by pitched ball—Miller, Wasser. Left on bases—Somerset 7, Smithfield 6. Hits off—Revello, 8 in 6 nnings; Nicholson, 3 in 1 inning; Epley, 6. Struck out by—Revello, 3 in 6 innings; Nicholson, 0 in 1 inning; Epley 9. Umpires—McClelland and McCracken. Time of game—2.10.

The lineup follows:

Somerset—Adams, c; King, 2b; Miller, ss; Revello, p, rf; Nicholson, p, 1b; Martz, 3b; Yanos, rf; Bauman, lf; Phillippi, cf.

Smithfield—C. Clemner, ss; Malone, 2b; Wasser, c; Foye, 1b; Glenn, 3b; Covach, lf; Trevorrow, rf; C. S. Clemner, cf; Epley, p.

Grafton-Hardman

Newburg, W. Va., June 16

Score by Innings										R	H	E
Grafton	1	0	1	0	1	0	1	1	0	5	13	1
Hardman	1	0	2	0	0	0	1	0	0	4	8	1

Summary

Two-base hits—Hopke, Nutter, Lyons, Cornwell Three-base hits—Feeney, Fisher, Ringler, Watkins. Sacrifice hits—Huber, 2; Double plays, Van Zandt to Airsman to Parrisions. Base on balls—Davison 1, Cornwell 2. Struck out—Davison 2, Slack 8, Cornwall 4, House 1, Watkins 1. Umpires—Jones and Gerkins. Time of game—1.45.

The lineup follows:

Grafton—Huber, 3b; Matthews, rf; Gerkins, rf; Feeney, cf; Hopke, 1b; Fischer, ss; Moran, lf; Hankey, lf; Slack, 2b, p; Schountz, c; Davison, p; Ringler, 2b.

Hardman—Van Zandt, cf, c; Nutter, 3b; Parrisions, 1b; Airsman, ss; House, rf, p; Watkins, c, p; Lyons, 2b; Skinner, lf; Cornwell, p, rf.

Grafton-Weston

Weston, W. Va., June 19

In the best game of the season, the Monongah Division team lost to Weston on Saturday, June 19, by the score of 3 to 2. Both teams were in rare form and it was anybody's game until the last man was out in the ninth. Gilmore's pitching for Monongah Division was very effective; in pinches he tightened up, in the sixth inning striking out Chenowerth with three men on, but made an error in the fourth inning—after two men were out he let in two runs. Feeney hit for three sacks in the third and with a little more energy could have reached home on the hit.

Score by Innings										R	H	E
Grafton	0	0	0	1	0	1	0	0	0	2	6	4
Weston	0	0	0	2	0	0	0	1	0	3	8	2

Summary

Stolen bases—Hopke 2, Fisher. Two-base hits—Boyce, Fisher. Three-base hits—Feeney and Bright. Hits off Gilmore 8; off Henriette 6. Strike-outs—by Gilmore 9, by Henriette 8. Base on balls—Gilmore 1 (Carden). Umpires—Barry and Freygang. Time of game—1.35.

The lineup follows:

Grafton—Feeney, cf; Mathews, rf; Hopke, 1b; Ringler, 3b; Boyce, 2b; Fischer, ss; Hankey, lf; Schountz, c; Gilmore, p; *Jones, †Slack.

*Batted for Hankey in the 9th.

†Batted for Schountz in the 9th.

Weston—Carden, 2b; Chenowerth, 3b; Leamon, ss; Otto, cf; Dawson, rf; Bonnette, rf; Sergeant, 1b; Bright, c; D. Boggs, lf; Henriette, p; J. Boggs.

Connellsville-Smithfield

June 22

Score by Innings										R	H	E
Connellsville	3	0	3	0	2	1	4	0	x	13	12	2
Smithfield	1	0	0	0	0	0	0	0	0	1	2	2

Summary

Two-base hits—E. Fisher. Stolen bases—Snyder. Francis (2), Hassen, C. R. Clemner, Malone, Wasser. Sacrifice hits—Snyder, Francis, Hassen (2), Kenner.

Baltimore and Ohio Baseball Schedule—1920

Eastern District

July 10
Cumberland at New York
Mt. Clare at Pittsburgh
Baltimore Division at Grafton
Charleston at Parkersburg
Central Building at Benwood

July 14
Baltimore Terminal at Connellsville
Central Building at Grafton

July 15
Central Building at Parkersburg

July 16
Pittsburgh at Weston

July 17
New York at Baltimore Terminal
Baltimore Division at Mt Clare
Connellsville at Wheeling
Pittsburgh at Parkersburg
Grafton at Weston
Cumberland at Central Building

July 21
Pittsburgh at Connellsville

July 23
Weston at Central Building

July 24
New York at Parkersburg
Mt. Clare at Weston
Connellsville at Grafton
Wheeling at Baltimore Terminal
Baltimore Division at Cumberland
Central Building at Pittsburgh

July 25
New York at Baltimore Division
Baltimore Terminal at Mt. Clare
Connellsville at Cumberland

July 28
Central Building at Connellsville

July 31
Pittsburgh at Benwood
Charleston at Baltimore Division
Baltimore Terminal at Parkersburg
New York at Grafton
Mt. Clare at Cumberland

August 1
Charleston at Wheeling
New York at Mt. Clare
Baltimore Terminal at Cumberland

August 7
Grafton at Cumberland
Wheeling at Baltimore Civision
Baltimore Terminal at Pittsburgh
New York at Weston
Mt. Clare at Central Building

August 8
Baltimore Division at Baltimore Terminal
Wheeling at Cumberland

August 11
Ohio River at Connellsville

August 14
Mt. Clare at Grafton
Connellsville at New York

Western District

Northwest

July 17
Newark at Chicago

July 24
Chicago at New Castle

July 31
New Castle at Newark

August 7
Chicago at Newark

August 14
Newark at New Castle

August 21
New Castle at Chicago

Southwest

July 10
Washington-Illinois at Seymour, Ind.

July 11
Toledo at Chillicothe

July 17
Seymour at Washington
Ohio at Toledo

July 25
Seymour at Chillicothe
Washington at Toledo

July 31
Chillicothe at Seymour
Toledo at Washington

August 7
Ohio at Washington
Toledo at Indiana

August 14
Washington at Ohio
Indiana at Toledo

Eastern District—Continued

Baltimore Terminal at Weston
Pittsburgh at Cumberland
Ohio River at Wheeling
Central Building at Baltimore Division

August 15
Connellsville at Baltimore Division

August 21
Wheeling at Mt. Clare
Cumberland at Parkersburg
Connellsville at Weston
Grafton at Baltimore Terminal
Baltimore Division at Pittsburgh
New York at Central Building

August 22
Wheeling at New York

August 25
Ohio River at Grafton
Mt. Clare at Connellsville

August 27
Ohio River at Mt. Clare

August 28
Cumberland at Weston
Pittsburgh at New York
Ohio River at Baltimore Division
Grafton at Benwood
Central Bld'g at Baltimore Terminal

Double plays—Sheets to Snyder. Left on bases—Connellsville 7, Smithfield 2. Base on balls—off Lohr, 2; Sheets, 0; Epley, 1; Foye, 1. Struck out by—Lohr, 6; Sheets, 1; Epley, 5; Foye, 3. Umpires—Small and Franklin. Time of game—2.30.

The lineup follows:

Connellsville—H. Fisher, 2b; Snyder, 3b; Francis, cf; E. Fisher, ss; Hassen, 1b; Kenner, rf; Jones, c; Clawson, lf; Lohr, p; Sheets, p; * G. Jones, lf.

*Batted for Clawson in the 8th.

Smithfield—C. R. Clemner, ss; Malone, 2b; Wasser, c; Foye, 1b, p; Glenn, 3b; Covach, lf; Trevorrow, rf; C. H. Clemner, cf; Epley, p; Abraham, 1b.

Monongah Division Defeats the Pittsburgh Division

June 26

Before the largest crowd that ever saw a baseball game at Glenwood, Pa., the Monongah Division team of the Baltimore and Ohio System defeated the Pittsburgh Division team on June 26 at Glenwood by the score of 8 to 6.

To pick a star on either team would be some job; every man was a star. Jones was easily the star batter; in the sixth inning with two men on he pulled a "Babe" Ruth. Hopke at first base covered himself with glory. Ringler at third played his usual good game and at the bat he hit the ball hard, getting a triple and single bender, scoring three runs. Fischer, at short, brought the crowd to its feet in the fifth inning by getting a line drive for the third out with two on. Hankey, Feeney and Mathews played the outfield as it should have been played. Slack was never in better condition, stopping three batting rallies, especially in the ninth inning with three on and one out, when he struck out White and made Zuillen fly out.

Score by Innings										R	H	E
Pittsburgh Division	0	0	1	1	1	0	0	2	1	6	7	2
Monongah Division	0	0	0	0	1	3	0	3	1	8	11	3

Summary

Two-base hits—White, Feeney, Hopke, Jones. Three-base hits—Zuillen 2, Ringer. Home runs—Jones. Stolen bases—Tovey 2, White 1, Zuillen 1, Bennett 1. Sacrifice hits—Mathews, White. Double plays—Jones (unassisted). Base on balls—off Slack 3, Hudson 2. Hit by pitcher—by Slack 2 (Tovey, Mathos). Struck out—by Slack 7; Hudson 4. Umpire—Moran. Time of game—1.35.

The lineup follows:

Pittsburgh Division—Tovey, 3b; Meehan, 2b; Mathos, 1b; Seaney, 1b; White, lf; Zuillen, cf, rf; Conley, ss; Lewis, cf; O'Malley, rf; Bennett, c; Hudson, p; * Gisbert.

*Batted for O'Malley in the 8th.

Monongah Division—Feeney, cf; Mathews, rf; Hopke, 1b; Ringler, 3b; Jones, 2b; Fischer, ss; Hankey, lf; Rodebaugh, c; Slack, p.

Toledo

The Toledo team of the Baltimore and Ohio has hit its pace. After losing one game to Cincinnati, Dayton and Lima, it has defeated Dayton and Lima and made Cincinnati quit when Cincinnati realized that they were in for a trimming.

Strange Power of Colored Man Employed as Car Repairer for the Y. & M. V. at Memphis

From Illinois Central Magazine

FOR several months past murmurings have been reaching Chicago about a very remarkable colored man, Rev. Willis Watson, who is employed as car repairer for the Y. & M. V. at Memphis. It was said that this man possessed a strange power in that he could blow his breath upon a handkerchief and set it afire, or that he could set fire to other materials by simply holding such materials in his hands and blowing his breath upon them.

Louis Ogilvie, Special Claim Agent at Memphis, was the first member of the Claim Department to discover this remarkable man. He saw him burn handkerchiefs by blowing his breath upon them, and he told the story to his friends, and although they had great faith in Louis, they rather doubted what he said about the power of the colored car repairer, who, while not on duty as a car repairer, devotes his spare time to performing the duties of minister of the gospel.

When Mr. Ogilvie found that his friends rather doubted him, he produced the colored man, who demonstrated his peculiar power in their presence.

General Solicitor Burch heard of the remarkable power of this man and later witnessed a demonstration of it. He then told some of his friends about it, and although Mr. Burch is never doubted about other matters, his friends thought that he must be mistaken in this case. Mr. Burch then had some of his more intimate friends, including doctors, lawyers, bankers and others, assemble at his office and there he produced the Rev. Willis Watson, who showed his power in a manner which, although baffling to those present, could not be doubted in any respect whatever.

President Markham happened to be in Memphis recently on the same day Judge Dickinson, formerly General Counsel of the Illinois Central, was in that city, and they were told about the remarkable powers of the colored man, and like others they were dubious about it. The colored man was produced and demonstrated his powers to them.

Judge Dickinson was so interested that he reported what he had seen the colored man do to the members of the Wayfarers Club at Chicago, a club composed of very eminent professional men and scientists. The members of the club expressed a desire to see for themselves what the colored man could do and accordingly arrangements were made to have him attend a meeting of the club at Chicago on the evening of the 25th ult. Messrs. Burch, Sivley, Sprague and Ogilvie accompanied the colored man to Chicago.

When this remarkable man arrived in Chicago, he was first brought to the offices of the Claim Department, where he burned several handkerchiefs by blowing his breath upon them in the presence of the members of the department. He was then taken to the offices of General Counsel Horton, where he did the same thing in the presence of the members of the Law Department.

On the evening of the 25th ult. he appeared before the members of the Wayfarers Club and was introduced to the members of the club by Judge Dickinson and Mr. Burch. They explained the remarkable power of the man and he demonstrated that power before the club.

A committee of scientists who were at the meeting of the club looked the man over, but could make no explanation whatever of his strange power. This man will give no demonstrations for money. He is interested in a church which he is helping to build at Memphis and accepts contributions for his church, but that is all. He has been employed by the Y. & M. V. for twenty-four years. At one time he was employed as fireman for W. H. Watkins, locomotive engineer, who later became master mechanic at Water Valley, Miss., and at Memphis, Tenn., but who is now deceased. He is a very plain, humble and unassuming man. He does not understand his power, nor does he seem to attach much importance to it. His mannerism indicates that he thinks it strange that other people should be so much interested in him.

This man has been offered a salary, I have been told, of $400.00 per week to go upon the vaudeville stage, but he claims that it is a "Power that God has given him," and he does not think that he should prostitute it by using it to his financial advantage.

Advertisement

Shoes—Two Pair—Shoes

A work shoe and a dress shoe at practically the price of one pair. Sent to you without one penny down. All you have to do is pay your postman $7.37 and postage when the package arrives. It's a money back proposition, too. Of course, you don't expect full details of an amazing offer such as this in such small space and you are right. If you look for our big six and a-half inch illustrated ad in this issue, you will get full particulars. Wolpers—Department 61 at 1201 W. Van Buren Street, Chicago.

How Is This for a Day's Record?

Here is one of our fine passenger train reports, that of May 8. "This is the way to run trains," says our friend J. A. Latchford, of the Passenger Bureau, Transportation Department.

LOCATION PASSENGER TRAINS, 8.00 A. M., MAY 8, 1920

No. 1	Parkersburg	On time	No. 10	Washington	On time
No. 2	Grafton	On time	No. 11	Cincinnati	On time
1st 3	Cumberland	On time	No. 12	Washington	On time
2d 3	Cumberland	On time	No. 15	Chicago Div.	On time
No. 4	Washington	On time	No. 16	Chicago Div.	On time
No. 5	Chicago Div.	On time	No. 17	Pittsburgh	On time
No. 6	Pittsburg	On time	No. 504	Washington	On time
No. 7	New Castle Jct.	On time	No. 511	Washington	On time
No. 8	Cumberland Div.	On time	No. 512	Park Jct.	On time
No. 9	Connellsville	On time	No. 528	Park Jct.	On time
			No. 38	Germantown	On time



Safety Roll of Honor

Staten Island

After the arrival of train No. 92 at New Dorp, on May 16, Material Clerk George H. Styles discovered westbound platform on fire. He extinguished the fire as well as he could and notified agent to bring water and assist him.

Baltimore Terminal Division

On May 15, while on extra west 4916, Brakeman W. E. Beiber discovered broken rail on new line on eastbound track east of Pike crossing, Mt. Clare Junction. His promptness in notifying trackmen, who put in a new rail, possibly averted a serious accident, and commendatory notation has been placed on his service record.

On May 20, while on duty at Huntington Avenue Tower, Operator G. W. Fowler noticed brake rigging dragging under first car from engine of extra 4599, west. He had train stopped at North Avenue Tower and necessary repairs made. This incident adds another commendation to Mr. Fowler's service record; it was last month that we reported his action in a similar instance.

Crossing Flagman J. Buchner, at Russell Street, has been commended for removing a brake rigging he noticed on the track between Race and Leadenhall Streets while on his way to work on May 18.

Baltimore Division

On May 9, while extra, engine 4516, was using No. 4 low speed track in Wilsmere Yard, an unusual jar was felt in the caboose. Train was stopped and Flagman H. W. Aro went back to make investigation and found section broken out of top of rail. Conductor C. T. McCleary notified the Yardmaster's office. Protection was arranged for track until repairs were made. Both Conductor McCleary and Flagman Aro have been commended.

On May 12, as extra east, engine 4543, was passing Aberdeen at 5.20 a. m., Operator E. C. Jobes observed car in train with broken spring hanger. Crew was notified and train stopped. Car was set off for repairs. Operator Jobes has been commended for his close observation of passing equipment.

Operator F. Phillips has been commended for his observing blazing journal box under car in train No. 14, engine 5086, May 14, at Barnesville. Train was stopped at Boyd and examination developed the car had journal box too hot to handle. Car was set off.

On May 16, extra east, engine 4516, had second car from the caboose with broken arch bar. The break was all new and was found by Brakeman C. W. Bailey, who notified Conductor A. Harmon. Train was stopped by applying the air from the rear and possible derailment prevented. Conductor Harmon and Brakeman Bailey have been commended for their alertness and prompt action.

On May 16, Conductor H. Pierce, in charge of extra east, engine 4512, discovered a broken arch bar under car in train approaching Van Bibber, where train was stopped. Investigation developed that the break was 90 per cent. old defect and the bolster of car riding on the rail. Car was placed on the siding with little delay and without its being derailed. Conductor Pierce has been commended for close attention to the running of the train.

Fire was observed flying from driver of engine 4016, train No. 94, by Operator E. L. Shipley, as train passed Watersville Junction. Train Dispatcher was notified and train stopped at Woodbine. Examination of engine developed loose tire. Operator Shipley has received commendatory entry on his record for the prevention of an accident.

On June 2, Brakeman E. J. Welsh, with extra west, engine 4565, noticed a steer partly working himself out of door of car in Wilson stock train, engine 4026. Brakeman Welsh notified the Conductor of the stock train, who stopped the train at Sykesville. Mr. Welsh has been commended for his observation of this condition on passing train.

When extra west, engine 4521, was pulling in on passing siding at Newark, Del., Brakeman C. E. Grail, who was riding in engine cab, noticed galvanized iron roof of G. N. 120941 had worked loose and that it was protruding out over side of car roof. This extra was going in on siding for a special west, which was following the extra close. When Grail saw it coming he got out on the roof of the car, and held the projecting roof back to clear the westbound track, which probably averted serious injury to the engineer of the special west. His quick action is commended.

BALTIMORE, MD., June 2, 1920.
MR. JOHN SEFORD, Trackman,
Care E. Corbin, Section Foreman,
Loreley, Md.

Dear Sir—It has been called to my attention that on May 18 you were working near Loreley, and when extra 4546 and 4521, a double header, passed, you noticed a car in that train with a broken truck. You attracted the attention of the flagman on the caboose, who applied the air brake and stopped the train. Your action undoubtedly prevented an accident, and I am writing to commend you for your action. Suitable notation will be made on your service record.

Very truly yours,
(Signed) R. B. WHITE,
Superintendent.

Cumberland Division

The following irregularities were detected by operators on the division during the past month and prompt action taken to correct:

Brake rigging down	3
Close clearances	2
Broken rails	1
Shifted loads	1
Car doors displaced	1
Obstructions removed	1
Unsafe practices	1
Total	10

Keyser

On June 1, while train second No. 1, engine 4156, was passing M. & K. Junction, Engineer J. M. Buckner noticed the left main tire loose on engine. He immediately went to telephone and reported the matter to M. & K. Tower. By his prompt action he was just in time to get train stopped at the advance signal, where engine was examined and tire found loose. Engineer Buckner is 71 years old, has been in the service of this Company for 48 years. For his close observance and prompt action an entry of commendation has been made upon his record.

Connellsville Division

On March 21, at about 5.15 p. m., a large rock fell on our tracks just east of watch box at east end of Montana. E. J. Hunsaker, who is employed by the Consolidation Coal Company at Montana, had just crossed the river and was on his way home when he heard the noise of falling rock. He immediately recrossed the river and notified the section men, thereby averting a serious accident. Mr. Hunsaker has received a letter of commendation for his action, and we take this opportunity of again expressing our appreciation to him.

Monongah Division

On June 2, M. M. Morrison, section foreman, while working around station at Bridgeport, noticed 18 inches of flange on G. T. 15557 cracked and about broken off. He immediately notified agent not to move car until inspected by Car Inspector. By his prompt action a derailment was possibly prevented.

On June 18, Operator D. L. Coyne, at Salem, noticed fire flying under Salem turnaround when coupling up to go east. He notified Conductor L. Burgy, who made inspection of train and found brake rigging down between wheels of west truck of car. He had rigging removed before the train left Salem and possibly averted a serious accident.

Charleston Division

The following employes have been commended for meritorious services on this division during the past month, and suitable entries have been made on their service records. We congratulate these boys on the honor they have done themselves, the Charleston Division and their Company.

For discovering car with both side sills broken, thereby averting a possible serious wreck: Brakeman D. B. Curtis.

For assisting in clearing main track derailment and averting serious delay to passenger train: Engineer R. E. Smith, Engineer W. L. Criss, Conductor P. J. Condry, Conductor O. J. Heater, Fireman R. P. Cutlip, Fireman B. T. Boyd, Brakemen C. F. Cole, J. C. Taylor, J. D. Fury, W. M. Smith, and Baggagemaster J. B. Brown.

For excellent work in connection with clearing up congested conditions at Richwood, W. Va., in short time: Engineer J. C. Smith, Engineer J. H. Shea, Conductor J. M. Claypool, Conductor E. Heckert, Fireman S. L. Collins, Fireman R. P. Morgan, Brakemen R. D. Williams, R. C. Mathers, J. S. Perkins and H. R. Taylor.

For clearing rock fall off main track, no trackmen being available, thereby averting delay to traffic: Engineer G. F. Purkey, Conductor B. R. Bragg, Conductor W. R. Forinash, Fireman J. C. McTheny, Fireman R. P. Morgan and Brakeman C. W. McMorrow.

For using good judgment in handling of freight, thereby avoiding loss of revenue and claims: Conductor O. J. Heater.

New Castle Division

On May 27, Track Foreman B. Shatto, of Willard, Ohio, discovered a piece of broken flange at the advance signal east of Willard. The operator was notified of this discovery and, as a result of prompt notification to trains en route, extra east 4287 was located with broken flange. Superintendent Stevens has written to Mr. Shatto in recognition of his prompt action in this case and arrangements have been made for suitable entry on his service record.

On May 25, Operator E. C. Forney, located at Lodi, Ohio, noticed hot box in train of extra 4310 and notified crew so that car could be set off. While setting off this car another car was discovered by the train crew with a broken arch bar strap. In this instance Operator Forney also displayed good judgment. His careful observance of unusual and dangerous conditions indicates a high degree of interest in his work. A letter of commendation was sent him by Superintendent Stevens and, in addition, an entry will be placed on his service record.

Cleveland Division

CLEVELAND, OHIO, June 8, 1920.
Mr. H. C. CHANEY,
Second Trick Operator,
Freeport, Ohio.

Dear Sir—Your careful observance on June 3, when you noticed brake beam down on extra east, engine 4314, and had train stopped, after which car was taken care of, has been brought to my attention and I want to assure you that your watchfulness and actions are appreciated and that you are commended.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, June 14, 1920.
Mr. J. W. STARNES,
Third Trick Operator,
Seville, Ohio.

Dear Sir—It is very gratifying to me to commend you on the interest you are taking in your work, especially so this morning, when you observed the condition of C. & T. car 12911 passing in train No. 91 and notified this train, after which car was set off at Chippewa Lake. Proper entry will be made on your record.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

Indiana Division.

At Delhi, on June 13, Operator F. Vawter noticed something dragging when extra 2506, west, in charge of Conductor Haas, passed that station. He immediately notified operator at Griffiths, stopped train, and crew found St. L.-S. F. 71390 off center. Car was set off at Griffiths. The close attention of Operator Vawter, as well as prompt action taken, is commendable, and entry will be made on his record.

F. W. Kline, operator at Milan, Ind., noticed brake beam down on C. M. & St. P. 93092 when this car was being handled by his office in extra 2924, east, on June 15. Information was communicated to crew, train was stopped, and brake beam removed as this train was just starting down grade Milan to Cochran. The close observance of Operator Kline possibly averted a serious derailment on hill. Appropriate entry will be made on Mr. Kline's record.

Toledo Division

Third Trick Operator E. C. Allison, at "XN" Tower, discovered brake beam dragging on extra 4039, south. He notified the dispatcher and train was stopped and brake beam removed, thereby averting a serious accident. Mr. Allison has been commended for his close observation.

Third Trick Operator W. A. Snyder, at Cairo, observed brake beam down and dragging in a very serious condition on a car in extra 4193, south. He succeeded in flagging this train and defect was remedied, possibly averting a serious accident. His action has been commended.

We desire to commend Third Trick Operator J. Hammond, at Kirkwood, for his thoughtfulness in preventing a possible derailment. On the morning of May 15, he noted brake beam down on extra 4151, south, as it was passing his office, and immediately set distant automatic signal. He has been commended for this.

D. S. Patcher Accepts Invitation of Poetic File Clerk

GARRETT, INDIANA, May 30, 1920.

Dere Ed—My conshuns is hurtin' me tonite. It mus' be cuz i went to Sunday School this am an' that flyin' parson looked rite at me an' sed love yore nabor jus like you do yourself an' I sed I done that once an' her husban' got sore an' then he sed that ment don't never say no harsh words about nobody or nothin'. Gess some guy musta told him about me slammin' them eastern divs. I'm goin' to 'polygize 'n everything, cuz i didn't mean no harm an' i got a gentle spirit jus' now what aint even gotta kick no more. I wanta rite a lotta nice things about them divs down East; i aint never been down there yet, i started onct, but them YM's at Willard held me out of the yards so long i had to turn around an' come back from Attica 'cause i only had 15 days vacashun. Sum time wen they get some new YM's at Willard what wont hold me there more'n a week, i'm goin' to try it again. Cuz my heart jus' yearns to see them beautiful spots what can incite a file clerk to poems an' pros. Her description is so vivid that as i set here with my pen an' ink in hand, i jus' close my eyes an' visualize the paradise of the Shenandoah Valley. I here the waters singin' them lulabys an' them "mountains in the distance" a-joinin' in the korus. An' as the 1st streaks of dawn peeps o'er the mountain top, the trees bark to wake up the earth witch had been soundly snorin' wile the darkness rained supreme.

I can see them bul rushes out on the bank an' the Cow slip in the stream. An as i set myself down on the green sword to eat my dainty dutch lunch, i can use a blade of that beautiful grass to cut my limburger cheese.

That file clerk sed she wuz goin' to ast some of us guys to spend their vacashun an' bank roll in that wonderful haven of rest. Well, i'm shy an' modest an' everything but i don't care if she does no my name an' address.

An' I don't even know what a file clerk is but i gess its one o' them dames what works in a barber shop an' files rich guys nails one day an a breach of promise suit the next. Whatever it is i'm bettin' some day she will be the poet laryet or wat ever you call it of the Shenandoah Valley an live in that house where George Washin'ton cut down the cherry tree. An' spend her declinin' years a-restin' in reclinin' chairs, a-watchin' the little lambs gambol on the green. An' her bark of life will be launched on that "little mountain stream," what will carry her peacefully onward o'er them mossy rocks, an" at the end she will find awaitin' to welcome her a beautiful Crimson Sunset.

Yours truly,
D. S. PATCHER.

P. S. My conshuns feels better.—D. S. P.

THE AMERICAN'S CREED

I BELIEVE in the United States of America as the government of the people, by the people, for the people; whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign nation of many sovereign states; a perfect union, one and inseparable; established upon those just principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes. I therefore believe it is my duty to my country to love it; to support its constitution; to obey its laws; to respect its flag; and to defend it against all enemies.





Among Ourselves

Baltimore and Ohio Building

Office of General Manager

Correspondent, G. F. ZIMMERMAN, *Assistant Chief Clerk*

"Strik-e-e two!" bawled the Umpire. Which reminds me that Captain Seeds has been quiet of late regarding his baseball team. Our Captain called practice the other evening, but it seems that something interfered with the "regulars" showing up, as only one appeared rigged out in baseball togs from head to foot. Our Captain, however, has succeeded in getting that kink out of his arm that was so prominent last year, and he is showing up in mid-season form. We wish you and your team the greatest of success this year, George, old top.

Charles G. Cavey has been accepted to fill position made vacant by the promotion of T. J. O'Connell. We will have to be careful when we say "Mr. Cavey" now, as this makes the second one in the office—they are brothers. Watch your step, Edward, or Charles will be telling tales on you at home.

The Correspondent received a letter the other day from Miss Guilford, who is at present recuperating at Newport, Kentucky. She states that she is feeling much better and hopes to regain very shortly the fifty pounds that the Correspondent wished on her.

Our automobile speed king, Mr. Kohlerman, is having the time of his life this summer. For quite a while we were wondering why he was in such a hurry to get out of the office on Saturday afternoons, but the truth was out when he stated that he wished to take a ride in his machine. For a few days he would not tell us what make of car it was, but it is understood to be a Buick. He and "Barney Oldfield" Andersen are in the same class now; perhaps the former is getting good practice going up and down the grades with Benjamin at Avalon.

Virginius R., where did you get that tie? This question has been asked several times of our Secretary; in fact, since Mr. Healy left us, he has been quizzed quite often regarding his style of neckwear, as it seems "Charlie" must have awakened or broadened his intellect in bow ties. We have been wondering whether or not he has filed his application for membership in the Smart Set; at any rate, his cravats almost talk to you.

Law Department

Correspondent, GEORGE W. HAULENBEEK

Paul A. Trageser's Promotion

Readers of our MAGAZINE will be glad to learn that Paul A. Trageser, for many years in our service, and recently acting as Private Secretary to the Traffic Manager of the Bethlehem Steel Company, has been promoted to a new position, that of Superintendent of Cars, Bethlehem Steel Company.

Mr. Trageser entered the service of the Baltimore and Ohio as a messenger, precisely as others have done, his last position in the Baltimore and Ohio service being as Assistant Secretary to former Vice-President A. W. Thompson.

At the time of Mr. Thompson's retirement from the Baltimore and Ohio service, an official of the Bethlehem Steel Company came to Baltimore in search of a competent man for employment in the Traffic Department. Mr. Thompson's office without hesitation nominated Mr. Trageser. His work was so acceptable at Bethlehem, Pa., that when the new position of Superintendent of Cars was created, the Company selected Mr. Trageser for the post.

New cars are being constructed for the Steel Company, and the new Superintendent will have a busy time in giving attention to matters of this character.

The selection of Mr. Trageser is a case of the office seeking the man, and this, to his many friends, is very gratifying.

Our affable and polite junior clerk, William Bruce Berry, has discarded the knickerbockers that have graced and adorned his person since his advent into the Law Department, and he now very properly assumes a new and striking attitude, a different status. He is without question the youthful Berry Wall of smart dressing fame; indeed, he may be safely regarded as the Adonis of the Law Department.

I shall advise William, however, to stick to the old ship, and not to permit himself to be absorbed by some other department. The Law Department trains the young men and off they go to other fields and pastures new.

Frank Barringer

Frank Barringer, of our service, has received a well merited promotion in going from the file room of the Motive Power Department to the office of Vice-President Galloway.

This is not strictly a Law Department item, but I feel it proper to insert it in my offering, because Mr. Barringer really commenced his railroad career with us. He is a fine boy and we are all very fond of him. I like him for several things. He thinks there is no one like Mrs. Barringer and his two lovely children, and I believe he is right. A man with views of this kind can usually be depended on.

Whenever I go away on a week-end trip I think of the employes who rarely have such an opportunity, and I hope others have similar views. There are several young ladies at the different gates at Camden Station who are on duty when I take No. 524 on Saturdays.

How would it do for some of us to trade off with these young ladies; take their places for a day, and let them have and enjoy a week-end. I know very well that I could not do half as well, for their work seems to be satisfactory in every respect.

If by any chance my watch should fail to record the time on my return from a week-end trip, I could safely set it at 9.10, as our No. 527 rolls into Mount Royal Station on Sunday evening. Mark that.

Office of General Freight Claim Agent

Correspondent, MISS E. T. MURRAY

The old proverb "that still water runs deep," was proved once more by Miss Olive Creighton, stenographer in O. S. and D. Division, who quietly disappeared from our midst and took unto herself a husband, namely, Mr. R. Eckenrode. They were married at St. Ann's Catholic Church, Baltimore, on June 1. After the ceremony the happy couple left for Niagara Falls and points north, where they spent their honeymoon. Our congratulations!

Miss T. Johennesen spent several days in New York recently. It is reported that New York department stores did a rushing business while she was there. Ah, be a good girl and tell us when, Teresa.

S. I. Thompson, Loss and Damage Division, has been transferred to Coal Freight Traffic Department. We all wish you continuous success, "Tom," in your new undertaking.

J. A. Downey is back with us again and looking fine after having been away from his usual post for several weeks on account of sickness.

In the accompanying picture are W. C. Bowhay, special agent, and E. W. La Motte, L. & D. Division.

The fat one shall eat no fat,
The thin one shall eat no lean;
So 'twixt them both together
They lick the platter clean.

Besides a number of recent visits to our office from that little "Cupid" fellow,



Left, E. W. La Motte; right, W. C. Bowhay

another most interesting visitor known as the "Stork" made his appearance on several occasions, leaving at the home of our Timekeeper, W. F. Aro, on June 5, a fine 8-pound boy, Vernon Wesley, with a little note advising that Vernon be trained to keep "Time" with his "dad." A package was also left at the home of C. Keene (better known as "Fatty") on May 19. It contained a fine girl weighing 9½ pounds. She was named Margaret Anna.

J. E. Jubb, Clear Shortage Division, has been granted a leave of absence on account of ill health; he has the best wishes of the whole department for a speedy recovery.

You have often heard the old lullaby entitled "A Mother was Chasing her Boy Around the Block." Well, one surely would have thought "N. C." was trying to put it into action when she was seen in the vicinity of Mosher Street and Park Avenue, tripping rather rapidly up and down the street, scrutinizing every nook and corner in eager search for her lost doggie. Becoming tired and fatigued after a fruitless chase she decided to return home. There sat "Palm" on the front steps, anxiously awaiting her return.

Engineering Department

Correspondent, Oswald Eden

George Norris, formerly Rodman with District Engineer A. C. Clarke, was transferred from Pittsburgh to Baltimore, and is now Secretary to Engineer of Buildings. He succeeded H. C. Harrison, who was promoted to Chief Clerk to District Engineer Richard Mather, with headquarters in Baltimore.

Meyer Street, File Clerk in Chief Engineer's office, left us on June 1. His place was taken by Albert Schnitzer, formerly Mail Clerk, whose position was filled by Norman Norris, a recent graduate from McDonogh School.

Friday, May 28, 1920, will go down in history as one of the happiest days for E. L. Gosnell, assistant to Chief Engineer. For on that day friend Stork presented him with little Robert Edward, nine pounds. The department extends to Mr. and Mrs. Gosnell their heartiest congratulations.

A. L. Sanders and Frank Nichols are two new additions to the Cost Department.

J. F. Waters, Cost Department, has announced his candidacy for the coming election for Mayor of Halethorpe. His friend and co-worker, G. W. Gaither, is also in the running for the same office in Linthicum Heights. Maybe if both of them promise their respective districts to be strictly wet they will be appointed.

James A. Kelley entered the Cost Department June 1 as Assistant Engineer.

It is rumored that there are to be some more benedicts in the Cost Department. J. C. ("Froggy") du Bay says he is going to be married some time—maybe this coming July, but he doesn't know yet. If he or "she" doesn't know, who does? C. M. Whittaker also says he is going to be married; eventually—why not now?

"Colonel" Frye is now wondering if the white raven gang is going to eliminate the use of Pittsburgh stogies, and is endeavoring to corner the market. The hot spell we just endured caused our friend the "Colonel" to remove his collar. We trust that cold weather will now continue for his benefit.

M. L. Riley, Cost Department, started off the month of June just right by becoming a benedict. His wife was formerly Miss Florence de Sales Armiger. The ceremony was performed in St. Ann's Catholic Church, by the Rev. Father Flannigan. After a brief honeymoon, which included Niagara Falls, New York and Atlantic City, the couple returned to Baltimore where they expect to make their home.

Our opera tenor, Mr. Jendrek, was confined to his home for several days on account of losing his wisdom teeth.

O. L. Sanders continues to wear his silk gloves to work every morning.

C. F. Bennett, cost engineer, has been giving testimony before the War Claims Adjustment Board in Washington, D. C., in regard to settlement of Camps Meade and Sherman.

"Crown Prince" Evander has left the Cost Department and is now with the Valuation Department.

"Alvie" Weston has been eating regularly at John Bopp's of late. We understand he is in training for the pie-eating contest at the old church picnic. Here's to you, "Alvie"!

Our veteran, Colonel H. B. Browne, was confined to his home for several weeks with a severe attack of rheumatism. We are glad to say that he is with us once more.

Printing Department

Correspondent, M. J. Conroy

A long, long while ago Diogenes cried out "Oh, for an honest man!" Well, we've got one here—at least he was here when this incident happened—and he is a young man at that. His name is Clement J. Bienlein and he was a helper in the press room.

Norman Keller, one of our keyboard operators, lost his wallet in the lavatory and never missed it until he reached home. It contained upwards of $70.00. He at once came to the conclusion that some one had picked his pocket on the street car. The next day he was to be engaged in the delightful pastime of moving to Ellicott City and the money was to be used in paying for the hauling of his household goods and he was thus placed in an embarrassing position. When young Mr. Bienlein found the wallet he promptly reported it to the office and Mr. Lehmen got in touch with Mr. Keller and from the account of the manner in which he received the good news, Briggs' "Ain't it a Grand and Glorious Feeling" wasn't in it.

There is a sequel to this story and with it a moral and a prediction. Some few months since I met this young man at the Peabody Conservatory of Music where the students were presenting "Cavalleria Rusticana" and was delighted to know that he was interested in and liked good music. As soon as I learned that he was the one who found the wallet I was equally delighted, because I have a theory that a man who has the love of good music in his soul is an honest man. It has proved itself in several instances to my knowledge and I am thus a sincere believer in the refining and elevating influence of good music. They are good people to tie to and can be implicitly trusted—and will never beat their wives.

We had some very busy days during June when the semi-annual change of time on the System was made effective on June 13. When the gentlemen from the various divisions make their appearance in our midst they are about as welcome as a mother-in-law when she announces that she is going to remain for two weeks and help disturb the usual calm of the family household. After they are here awhile we begin to warm up to them and by the time they are ready to leave we are sorry to see them go. The first three or four days after the time-tables are issued are the hardest to bear, for it is then that the "snake hunters" and the "bull chasers" get in their work. We have been very fortunate in not having any serious "slip-ups" for a number of years and so we hereby, on behalf of all the brothers and sisters concerned, proceed to "knock on wood."

Well, I've been bawled out orally many times before in my young life, but this is the first time that I ever received a written one, and I was just tickled over it, and couldn't resist the opportunity of letting all hands in on it. The whole letter was "perfectly lovely," but I am only going to let you read the high spots. Here they are:

"If you don't stop bawling me out in the Magazine I'll use my influence to get your cerebrum busted and likewise your cerebellum and medulla oblongata." (Wow!)

"I heard you sing 'Ha! Ha!' at that Glee Club concert and I know you have a musical ear. But beware, I am some pumpkins on the mandolin." (I can make more noise than you can. I play the trombone in the Relay Cornet Band. 'Ha! Ha!' again.)

"P. S.—Don't think I'm through with you; if you get to making any further remarks about me, you can get yourself ready to get your left eye so nigh busted that you won't recognize yourself thereafter nor hereafter." (Choose your weapons—I'll take cherry pie for mine.)

As we were leaving the shop one evening recently we passed a mother and her young hopeful on Poppleton Street. The weather was very warm and the little one evidently had a sudden inspiration that an ice cream cone would go very nicely and immediately started to cry as if its little heart would break. The mother turned on her sharply and in a loud voice exclaimed: "Shet up! Every time I look at you, you got that poor man's organ o' yours a-going. Shet your trap!"

Of our two fellow employes, Leonard Heron, who has been absent for a couple of months taking the "back to Nature" treatment, and James P. Bortell, who has been away for more than a year, and who is at present confined to St. Francis Hospital, New York, we sincerely trust that we may soon be able to report their entire restoration to good health and have them back with us once again. Cheerio, boys!

Also glad to welcome back again our little hustler, Minnie Clifford of the press room, after a siege of sickness.

If you would obtain prompt recognition from our Mr. Lehmen, all that is necessary now is to say: "Hello, Grandpop."

Relief Department

Correspondent, H. Irving Martin

Our two absentees, Miss Lillian C. Gerhold and Reuben L. Gray, are reported as improving in health; we shall be glad to see them back at their desks.

The father of Samuel L. Connor died after an illness of several months. Words seem stilted and unexpressive, but we know that "Sam" feels that our hearts are with him.

Recent changes in the Savings Feature have resulted in the promotion of John L. Brooks to the mortgage desk and Walter W. Lanahan to the new correspondence

desk. All of us are "rooting" for these boys on their new work, and now watch them make good.

Since the breaking of the drouth, all of the Relief Department "farmers" are wearing smiles. Sundry knuckles, which were shy of skin, seem to be healing by the aid of iodine, and their owners feel that their wounds will be more than earned in the crops of roses, sweet peas, strawberries, tomatoes, etc., now poking their heads above ground. Some have planted for beauty, others to please the stomach; but all look happy and satisfied. Your scribe believes that when it comes to intensive farming, our departmental agriculturists can keep ahead of the experts of Europe.

Invitations are being passed along to "Come out and sit on my front steps when my garden begins to bloom." Moles, weasels, rabbits, ground squirrels, chickens and other predatory game fond of young vegetables are invited to emigrate to other states.

Telegraph Department

Correspondent, DELLA M. HAIN

I wanted to have a sketch of Mr. Spurrier, popularly known as "Uncle John," hurrying down the fire escape about 6.30 in the morning. He had to hurry to get out, as what the fire didn't damage the water did, and I understand that he was all that was saved.

Miss Audrey Jones is cited as one of those lucky girls. She even has a limousine to go home from work in.

Norman Ardilius Murphy again steps into the lime-light. He is the proud owner of a new wrist watch, and he zealously watches the time since that day in June when he had the misfortune to miss a train to Hancock because of a clock that was ten minutes behind time. Besides missing his train someone in Hancock missed him.

Raymond Dawson took his vacation the later part of May instead of in June, as was planned. June weddings are nice, but perhaps Cupid rushed things a little in view of the fact that marriage licenses went skyward on June 1.

Material Man Murphy also reports an additional lineman in Foreman Yost's camp. The stork knew that the camp needed men and left a seven-pounder at Lineman Youngblood's house. Congratulations!

Did you ever laugh until you cried? Well, that is exactly what Margaret Nortrup did on her birthday; anyhow, she says she likes surprises.

THINK before using the 'phone and always CALL BY NUMBER.

Cupid's arrow has even hit the Manager of our Telephone Exchange, and the best wishes of all the department are heartily given, though it is with many regrets that Miss Binau has left us.

Transportation Department

Correspondent, J. B. EGERTON

We regret to report this month the departure of one whose busy ways and smiling countenance has added cheer to our office for many a year. We allude to D. M. Fisher, formerly of the Fast Freight Bureau, who was unable to resist the flattering call of the Bell Concrete Construction Company, notwithstanding that its acceptance meant the severance of a long and varied service with the Baltimore and Ohio. The experience of thirteen years of railroading will undoubtedly serve him well and make him valuable to his new employers. We wish Mr. Fisher every success and happiness in his new sphere of activity and usefulness.

We take pleasure in reporting the appointment of Miss Sarah Bercowitz, of the Passenger Bureau, as personal stenographer to Terminal Trainmaster C. A. Mewshaw. We are also glad to announce the promotion of Miss Esther Daley, assistant file clerk, to the L. C. L. Desk, and the advancement of smiling "Gus" Schweizer to fill the vacancy thus made. (Between you and me, Mr. Editor, this "Gus" was, I believe, the only regret "Aunt Mary" had in leaving the Transportation Department to take up her duties as your associate, and you may tell her if you like that "Gus" is growing handsomer every day.)

We take pleasure in introducing to your many readers, Miss Gay Page DuBois, age one year and six months, the daughter of B. M. DuBois, Supervisor of Passenger



Miss Gay Page DuBois and her Daddy

Transportation. Miss Gay, as the accompanying photo will attest, is not at all backward for her age, and is the apple of her father's eye.

We also take pleasure in announcing the appointment of the following new stenographers: Miss Lillian Foster, Coal Car Distributor's Desk, Misses Isabella Bryan and Ora Mars, Passenger Desk, and Misses Margaret Hettrich, Katherine Louise Kepler and Rhoda Elizabeth Mulcahy, Embargo Department, and hope they will be pleased with their new surroundings and find the work of the Transportation Department both agreeable and profitable.

If the ship started to sink, would the Maitland (mate land) D'Bois (de boys) safely? No, but "Phil" Wood.

Wonder who fashioned that latest style dress from Paris.

It is rumored that George Loeblein has entered the International Motorcycle contests to be held at the Indianapolis Coliseum shortly. Good luck, George, old boy! Hope you finish in the running. Better practice up with Mansfield awhile to keep in trim.

"Uncle Johnny" Joynes has deserted the night force of this department and has taken up his new duties with the Embargo Bureau. On the first day that he entered his new abode, he was greeted by T. A. McCann in the following familiar words: "What's your name?" To which "Uncle Johnny" answered, "Mister Ed." "That can't be true, there is some extenuous error in them statements; 'Mister Ed.' is away!" P. S.—Mr. Mac uses Funk & Wagnalls—as a clothes press.

Valuation Department

Correspondent, G. B. SAUMENIG, *Accountant*

Baltimore Office

The new faces in the Valuation Department make it necessary to organize an Introduction Department in order that the rest of us will know all employes of our Baltimore office. At this time we take pleasure in introducing the following: Miss G. M. Waugh, Mrs. P. M. Carter, Messrs. J. E. McCann, W. E. Stevens, R. M. White, M. R. Hicks, J. M. DeShields, R. K. Compton, Jr., J. H. Gaule, T. P. Johnston, E. H. Baker, B. J. Myren, Bernard Evander, W. J. Keller, W. R. Edwards, Jr., W. R. Nugent, W. T. Dye and J. L. Tobin.

One new arrival in the office in the person of Gilbert Murphy needs special mention. You all know him. He is called "Speed King," "Lightning," the "King of Ambition," and others. If he keeps up, it is suggested that the office rise and chant the Funeral March as mail is delivered.

Our congenial friend Baggs won favor with the fair sex by his generous distribution of flowers.

It is indeed wonderful the rapid progress that is being made in farming by those of our office who reside at Irvington, Ellicott City, Woodlawn, Overlea, Halethorpe, Relay and Havre de Grace. The stories that they tell are hard to believe. It might be well to submit samples to the correspondent.

Ask "Bill" Brewer about the charms of Locust Point and Curtis Bay. Also have him tell you about the dog.

H. C. L. has also advanced the cost for shaves. If any of our boys have trouble with their Gillette's, Durham-Duplex or Gem razors, see the correspondent, who will gladly secure necessary funds. Melvin will now take the stand.

Horses may come and horses may go, but Price goes on forever. What is the idea of the hobby-horse?

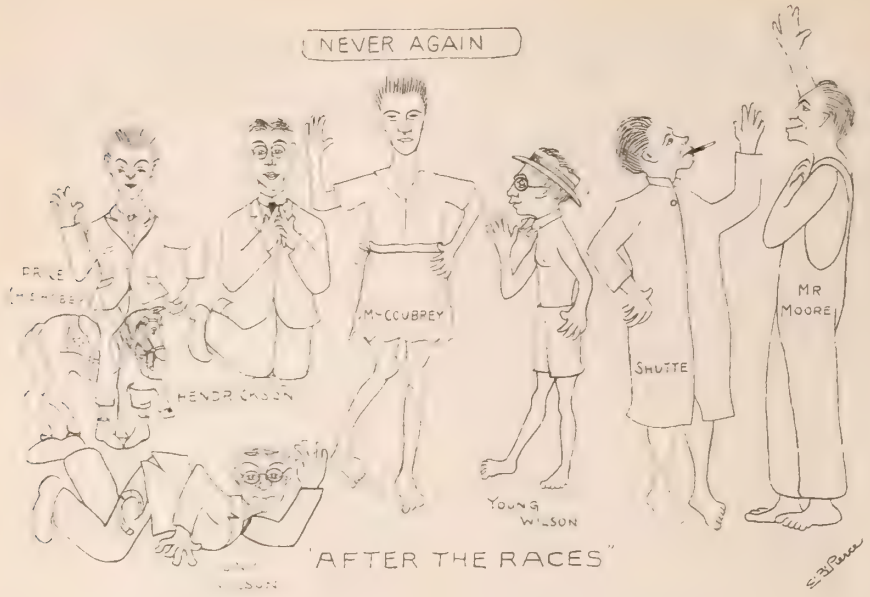
Cupid has not visited the office lately and there are no prospects of any June brides.

Poet Alvey just returned from Holloway, Ohio, where he has been acting as switchman and brakeman. It is marvellous that our Hagerstown boy can do almost anything.

Pryor lately celebrated his second anniversary in the matrimonial field. He is a regular married man now, but he still remembers her with Martha Washington's.

H. C. Dews, accountant, Cost Engineer's office, paid a short visit to Chicago. He reports that the Convention City was buzzing with excitement. He was rather puzzled about sleeping accommodations while en route and it was only after he returned to the office that he found out that the small hammock in each berth was not intended for sleeping purposes. No wonder he looked worn out when Monday morning came.

Assistant File Clerk Terrier, who has been home sick for several weeks, is back at his work and we hope that his health is O. K.



Cartoonist Pierce submits for your approval another one of his celebrated cartoons. This boy certainly has the right idea.

Wheeling Office

You all can readily appreciate the great joy which our friend A. H. Hendrickson, draftsman, and his family are experiencing because of his recent transfer back to Wheeling office. Shortly after getting married Arthur was transferred to the Equipment Pilot's force, and as his work necessitated his being on the road most of the time, he could not take his wife with him. Since he left, he has become the proud father of a baby boy. The Wheeling office is very glad to have him back.

F. X. Peterson, transitman in the Wheeling office, was transferred to Baltimore June 1. He was married in the early part of May, and while his transfer will mean a promotion, he regrets very much the fact that he spent three weeks of hard labor and about two weeks pay in advertising in order to secure an apartment so that he might bring his bride to Wheeling. He finally found a very suitable home but was notified when returning from his honeymoon that he was to be sent to Baltimore. We all regret his leaving.

You have all heard of the recent "Overall Club" movement. The employes of the Wheeling Passenger Station decided they would help carry out the good work. They secured the signatures of practically all of the employes in the building, signifying their intention to knock out old H. C. L. The day set for donning the denims was May 1. However, when the morning of the first came it seemed as though everyone got cold feet until our friend V. J. Armbruster, rodman, better known as "Shorty," blew in, wearing a brand new $6.00 suit of overalls. Much to his surprise he noticed that he was the only blue coat in the building and consequently decided that he would shed his uniform at once. This he did, and carried them back home. While the agreement called for a fine of not less than $1.00 or more than $5.00 for any one not living up to it, we are at a loss to state definitely the reason for his loyalty. Anyway he deserves due credit for not being a slacker.

A number of employes from the Wheeling office are assisting the Transportation Department in moving cars over the "Hump" at Holloway, Ohio. Barry also volunteered. All those desiring light on previous sentence, address any member of the Wheeling organization.

Chief of Party Hassler, the flower girl of the Wheeling force, has been transferred to the Cleveland office. When last seen at Sterling, Ohio, he was rejoicing that the season was three weeks late in the Cleveland territory, thus prolonging his favorite out-door sport of picking flowers.

The Wheeling organization has lost one of its best friends. It was with great surprise and regret that the office learned of the death of R. W. Davenport, Chief of Party. He was better known as "Davey" and everyone that knew him treasured his friendship. He had been confined in the Ohio Valley General Hospital, at Wheeling, W. Va., for some time because of typhoid fever. Words fail to express our feelings, but our sympathy goes out to his family in their sorrow.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

By the time this article appears in print, we will probably be safely stowed away, bag and baggage, on the second floor of the Sutton Building, to be known as the "Annex." Quite a come down from the 20th, the highest in the city, to the 2d floor. While we regret exceedingly to be compelled to give up our fine space in the Lexington Street Building, which we have occupied since September 1, 1917, and which office, we dare say, for location, ventilation, light and heat, the year around, cannot be surpassed in town, we expect in the course of a short while to be as much attached to the new location as we were to the old one, and will welcome the fact that we are once more surrounded by fellow workers and that we are again connected with the Company, physically as well as by other ties. The return of the prodigal, as it were.

A fresh air society has been formed by the clerks of this office. They have pledged themselves to give a certain amount each month of June, July, August and September, the total monthly being $27.00, which is to be turned over the the Fresh Air Society of Baltimore to be used by them for sending the sick and poor children to the country, during the heated term. This is a mighty fine spirit, and is worthy of being emulated by other departments.

While the wedding bells did not ring until June 23, the 15th saw the actual passing from our midst of poor "Til." "Til" made the remark that her work would cease on the 15th, but we contend that her work will just begin, and those in a position to know will bear me out in the statement. However, we wish the Tuckers much wedded happiness.

The wedding announcement of George F. Schuster and Miss Marie Catherine King, stating that the ceremony had been performed in Philadelphia, on February 28, came as a distinct surprise to the folks of this office. Mr. Schuster is one of our boys who saw active service in France, and if there is anything in the old saying, "better late than never," we all wish the newlyweds lots of happiness. A beautiful mahogany eight day clock was presented by the employes of the office. This clock has a set of chimes which may keep George at home every night just to hear them ring.

When we get down to the Annex (Sutton Building), it is to be hoped that certain of the young ladies of this office will not be placed at or near the windows, thus preventing the free and easy circulation of the air and the obstruction of the light.

Ekas, Burns, Ritterbusch, Link (Edward), and several other "stalwarts" of the office, not being able to take part in a regular baseball game because of its being too strenuous, will possibly issue a "defi" to the ladies, challenging them to a ball and jack game.

Anyone interested in helping reduce the high cost of living cannot afford to overlook the wonderful opportunities offered by the Baltimore Cooperative Store. If you have not heard about it, make inquiry.

Miss Esther Robinson, who underwent an operation for appendicitis, is now back on the job. We hope she left all her troubles in the hospital and will enjoy good health in the future.

Auditor Disbursements

Correspondent, JOHN C. SVEC

E. Frank Thomas, head clerk Liberty Bond Department, Auditor of Disbursements office, and better known as "Frank" all over the System, is broadly smiling after his trip to Chicago, where he went as delegate to the Relief Department Convention, held there on June 24 and 25. In fact, "Frank" is always smiling—his motto being "Smile and the world smiles with you."



E. Frank Thomas



ALL ABOARD FOR BABYLAND!

Their Daddies work in the office of the Auditor of Merchandise Receipts

1—W. E. Rittenhouse, Jr., son of Auditor Rittenhouse. 2—Lucy and Helen Starklauf, daughters of P. H. Starklauf. 3—John and Savina Strobecker, children of John Strobecker. 4—Dorothy Elizabeth Hornick, daughter of J. H. Hornick. 5—James E. Varina, son of J. E. Varina. 6—Joseph Gilmor and Dolores Elizabeth, children of Gilmor R. Rowley. 7—Charlotte Carolina Lollman, daughter of Frank F. Lollman. 8—Robert, Elizabeth and Virginia, children of R. C. Gray. 9—Warren H. Eckels, son of Louis H. Eckels. 10—William H. Eckmeyer, son of W. C. Eckmeyer. 11—Mabel Starklauf, daughter of P. H. Starklauf. 12—Winifred A. Varina, daughter of J. E. Varina. 13—Norma L. Eckels, daughter of Louis H. Eckels.

He has been with the Company for 28 years, starting as clerk in this office on July 1, 1892. During this time he has made many friends, who helped put him over the top in the election. We have a letter from his as follows:

EDITOR EMPLOYES MAGAZINE:

Sir—Desiring to express my appreciation to the many friends who cast their ballots in my favor, electing me as a Delegate to the Relief Department convention, and knowing no better way to reach them all than through the columns of our MAGAZINE, may I ask you to publish this communication in order that those who voted for me may know that I am grateful for their support. Yours very truly,

(Signed) E. FRANK THOMAS.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

The philosophical noon-time lectures under the auspices of the Y. M. C. A. have come to a close for the season. The Interline Division has had an exceptionally good speaker in the Rev. W. C. Bayless of the Northminster Presbyterian Church, who has won the admiration of his hearers, who presented the minister with a silver-handled umbrella as a remembrance. The presentation speech was made by Assistant Chief Clerk H. W. Hohman, and an appropriate acknowledgment was made by Mr. Bayless.

Now that we're vacationing, week-ending, etc., and the young ladies of the Local Settlement are spreading "Joy," etc., at Willow Grove, isn't it really delightful to be a railroad employe and to be able to enjoy all the sights of nature, etc., etc.

'Tis said that February 14 is Valentine's Day, but a certain Mary of our acquaintance evidently isn't going to wait that long for her Valentine. Just think! He came all the way from the Pacific Coast to tell her "Love's old, old, yet ever new, sweet story!" No, we're not of the sort to be surprised.

Charlotte and George went dandelioning, properly chaperoned, recently in the neighborhood of Ellicott's Mills. Charlotte evidently knows a man's strong point, and had eight sandwiches and all the other eats for George. It seems as though the appetite route counts for something after all.

Our sympathies go out to one of our senior clerks, Frank Tinsley, on the death of his wife. This dear woman was the mother of three sons who saw active service and were wounded in France.

Our Wedding Bells

Miss Medora Kuehne and Edward Kaltenbach were married at St. Mary Star of the Sea Church on April 14. The ceremony was performed by the Rev. Francis Ryan.

Robert A. Fleming and Miss Sarah M. Reed, at St. Paul's P. E. Chapel on May 19, by the Rev. F. H. Staples. George L. Donoho acted as best man.

Auditor Miscellaneous Accounts

Correspondent, MARY E. PEARRELL

Our Auditor's Secretary, George H. Fromtling, has accepted a position with the Philadelphia Company at Pittsburgh, Pa. We have not heard from Mr. Fromtling since he left, but we presume he is still alive, and just a little too busy to write.

George Edmund Sweitzer, one of our young boys, is hunting for a nice girl to go into life-long partnership with. Mr. Sweitzer says she must be a live wire and at least 12 years his junior. George claims that he is 27 years old, but as far as we can learn he is 34. From his statement we think he wants to "adopt" someone. Well, George, this being Leap Year, surely you will have some applicants. Here's luck!

New York Terminals

Correspondent, SARAH ROLMES

One of the daily bulletin readers commented peevishly on the fact that she had been here nearly three years and only received $102.00 per month. "Oh," re-

marked the veteran, "I WORKED thirty years for the Company before I got the sum that you get for just being here."

M. A. Boyan, Eastbound Department, finds that Piermont, N. Y., his present address, is no longer desirable. He has expressed his intention of moving out to Long Island, somewhere in the "Millionaires' Row," as Forest Hills, the Kew Gardens or Pandone. "And that ain't all." He is also thinking of getting a new automobile; hasn't decided whether it'll be a Rolles-Royce or a Packard.

There is a subscription going 'round to purchase an alarm clock for a certain stenographer (located in a corner) who can't seem to get in on time. Contributions thankfully received. When it is presented to her, she will not have any cause for saying "I can't understand why I'm late."

Pier 22, North River

Hattie Malick is flashing another sparkler. This time it's on the right hand. Let's in on it, Hattie. How does Friend Husband-To-Be do it?

Congratulations, Irene! Dame Gossip has whispered to us that you are going to take the big leap in the matrimonial game. My! You certainly surprised us, as you never intimated that it was coming off so soon. Here's wishing you happiness and lots of luck.

Did you ever see "Jimmy" Lynch wearing his sleuth hat? You haven't! Let me tell you, you've missed something. Its color is pepper and salt, made of a woolen mixture, of a style something like the fedoras, and the size—oh, boy, that's the thing, the size! I should judge it might fit a boy of ten, but when put on "Jimmy's" worthy dome (not a small one by any means) it's enough to keep one in smiles for the rest of the day.

Carl Reiman, who has been with us for about 12 years, has resigned to join The American and Foreign Banking Corporation. We are sorry that he has left us, as he was always cheerful, friendly and ever ready to lend a hand. He takes with him our sincerest wishes for success in his new work.

"Ain't it a grand and glorious feeling" when your best girl presents flowers to you every morning to brighten up your desk? How about it, Francis?

The Eastbound Billing Department now runs about fifty-fifty in the number of male and female clerks. Here's your chance, A. H. Bayer, to form a matrimonial agency as a side line, and with the money realized from dues, offer a prize to the first couple to go to the altar.

With H. S. M. it seems to be a case of "the more the merrier," as far as sweethearts are concerned. Not contented with one, as evidenced by the third finger of her left hand, in the mornings we meet her strolling arm-in-arm with "Nat" Fowler and E. J. Levey.

Staten Island Lines

Correspondent, G. F. GOOLIC

St. George

On Monday evening, May 17, a regular meeting of the Staten Island Railroad Club was held at Livingston, S. I. The following officers were elected for year 1920-1921:

J. S. Fabregas, president; W. W. Jarvis, vice-president; J. S. Sharp, treasurer; H. C. Barry, secretary. The house committee was not appointed at this meeting.

Miss M. Berry, ticket agent at St. George, asked to be transferred to South Beach. St. George is not lively enough for her. Madeline, why South Beach? Isn't there any other place on the line besides South Beach? How about Tottenville?

Frank Martin has been transferred from St. George Yard office to Clerk in Lighterage Department.

Miss Helen Decker has been employed as stenographer in Superintendent's office.

Miss May Ashley has been employed as Clerk in Car Record office at Pier 6, St. George, vice Miss M. Gaynor, resigned. May has a few friends working with her.

Thomas M. Murrary, inspector Maintenance of Way Department, has arrived from his vacation, spent in Denver, Colo. This is the first time "Tom" ever took a ride outside of New York and Redbank.

J. V. Ryan, claim agent in Law Department, is back again on the job after enjoying a very pleasant vacation in Indianapolis, Indiana.

Auditor's Department

Correspondent, ANNA M. CODY

295 Broadway has the honor of announcing the engagement of Miss Lydia L. Dryden to Christian A. Salveson, both employees of the S. I. R. T. We all extend our best wishes.

May O'Neill, who has just arrived from Ireland, accepted a position as secretary to A. Hibby in the Claim Department.

A party of old maids consisting of Lily Connery, Bessie Graham, Virgie Austin and Mabie Grant spent the holidays in Boston looking for a husband. They were sadly disappointed.

Edith P. Wilson and Anna M. Cody spent the holidays visiting the historical places of Boston. (Anna, what is the matter with Rochester?)

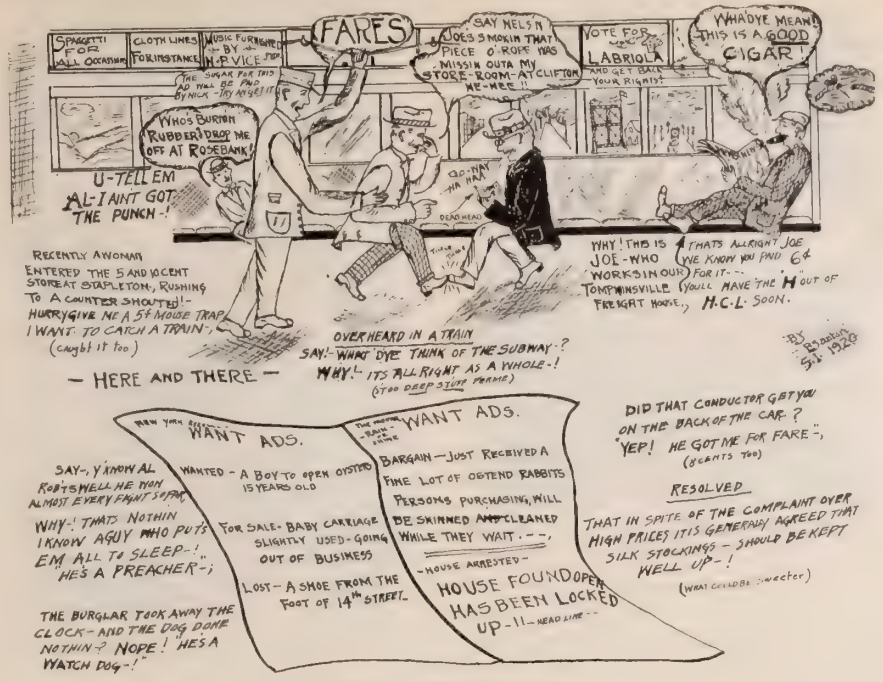
We all extend our sympathy to John Holland, who planned a trip to Buffalo.



WE ARE THE BABIES OF PIER 22

Left to right: (top row) May Mylet, nine-year-old daughter of Thomas Mylet, chief W. B. rate clerk; James Ryan, six-year-old son of James Ryan, Sr.; John, Margaret and May, children of John Whalen, clerk, Lighterage Bureau; Vincent Cheney, Jr., son of V. R. Cheney, reconsignment clerk; Jean O'Reilly, daughter of J. P. O'Reilly, lighterage agent.

Bottom row: Dorthy Garlichs, six-year-old daughter of F. W. Garlichs, accountant; Edna Ledwirth, daughter of Float Foreman Daniel Ledwirth; Julia Gorman, six-year-old daughter of T. R. Gorman, agent; Anna Nelson, five-year-old daughter of F. W. Nelson, terminal cashier; Vivian, Paul and Robert, youngsters of J. W. Olson, chief accountant.



Santoro Cartoons His Pals

His wife planned differently for him. He had to stay home and care for the kiddies. However, "Jack" had a wonderful trip through the parks of Jersey City.

Three act comedy to be given by the members of office force at 295 Broadway: "Above the Line" or "An Explanation."

Allow me to introduce Mr. Roche, our expert usher. At night he ushers people to seats in the movies and in the daytime he ushers waybills to and from the closet.

We have the extreme pleasure of the company of J. Hasslebrook (known as Archibold Perceival), who has joined our bookkeeping department.

While "Babe" Ruth is batting home runs, Warren Corson is batting out copies of waybills in the Auditor's office.

Mary Loughlin captured first prize as Mary Pickford at her club's entertainment last week. Three cheers for Mary!

While Miss Edith Wilson was in Boston she learned that beans grew and were not manufactured, as she had thought; poor child wasted half her stay there in looking for the factory where they were made.

Baltimore Terminal Division

Correspondent, C. O. HEALY, *Secretary to Superintendent*

Barrett Weis, formerly stenographer for the Division Engineer, has accepted a position with the Superintendent.

Our Chief Clerk, J. W. Sparks, who has been riding the Washington Branch trains to and from Elkridge for several years, will leave his suburban home very shortly and occupy an apartment overlooking Druid Hill Park. We are sure he will enjoy his new home in the city.

Speaking of moving, we must not fail to mention the fact that "Fred" Groom has purchased a nice new home in Govans, where he moved last week. We admit Govans is a nice little place to live, but we must not lose sight of the fact that baby carriages run easier on North Wolfe Street.

From experience regarding a recent trip around the Terminal with Secretary Carter in his "Lizzie," I would say that he could easily qualify as a Fayette Street jitney bus driver. Railroad tracks and cinder piles proved no barrier.

Attention! Any young man contemplating matrimony, and who feels he will be in need of such information, can get some first class pointers on how to do a week's marketing in 20 minutes from our friend "Abe" Lincoln. Might add that he has no small appetite, either.

ACT I. On Monday morning, May 14, File Clerk Higgs was noticed hobbling into the office very slowly. Upon closer observation it was found that he was wearing a bedroom slipper. His description of how he was spiked the previous day in a ball game was very interesting

ACT II. On Monday morning, May 28, a note reached the office from File Clerk Higgs asking for the loan of a pair of crutches, adding that he had sprained his ankle and would not be able to get to work for a week. He did not say that he had been playing ball, but that would be our first guess. We feel sorry for our File Clerk, but it surely does take some people a long time to realize their childhood days are o'er.

Acting Assistant Agent Burns at Canton is some ball player. Considering his performance the other day I think we will have to sign him up for the division team.

The dumping of 7,222 tons of coal into the steamship "Malden" in one hour and fifty-eight minutes at the Curtis Bay Coal Pier on May 20, as was noted in the June MAGAZINE, was not the only record made during May by the Baltimore Terminal Division. On May 27, 1,363 cars were released by the Baltimore Terminal Division. We are out for records.

Misses F. Louise Neilson and Mary S. Dale, of the Accounting Department, and Mrs. Florence Tisdale, of the Cashier's Department, recently made an enjoyable week-end trip to Niagara Falls.

Miss Emily E. Brown, Accounting Department, and Charles Davidson, Billing Department, will be married some time in the early part of July.

Locust Point Car Shops

Correspondent, J. V. HAUCK

Locust Point has organized a baseball team, with M. Hoffmann as manager. Look out, all of you baseball fellows. Recently Locust Point played Curtis Bay with F. Ristan in the box. He pitched two innings, in which the Bay scored six runs and won the game. The exertion caused Ristan to lose two days. Don't lose your nerve, boys, we are going to show them that we're still on the map.

Our genial Car Foreman, E. B. Cox, who has been with the Company for quite a number of years, has again made a new record for himself by turning out one of the finest camp trains on the System. He, with his co-workers, who had a share in getting up this train, are to be congratulated.

F. Umfried, who is going to Buffalo, is speaking very seriously of extending his trip to Toronto in order to get something wet. It is to be hoped that he will remember his friends at this station.



More Hot Shot from Santoro

H. Freeman, formerly bandmaster at Mt. Clare, has left Baltimore to take a trip to the other coast. We wonder what "Heinie" is doing? Is he trying to get new recruits for a band for Locust Point? Go to it, "Heinie," we need more noise.

R. J. Doll, steel car foreman, got off for two days to repair his flivver. He must expect to take a long trip; probably to Highlandtown.

Mt. Clare Shops

Correspondent, Miss Mollie Albrecht
Secretary to Superintendent

The accompanying picture shows Robert Edward Kapinos, the adorable little son of our G. H. Kapinos, general foreman. This was taken on the Annapolis Bridge, so we believe that Robert is starting rather early on his walk to the Naval Academy. If Robert's daddy will bring him to Mt. Clare, we have several young ladies who have volunteered to teach him how to salute, and will be very glad to give him the first lessons in military training.



Robert Edward Kapinos

Miss Offutt, quite a frequent visitor to our office, and my especial friend, came in one Monday with the most woe-begone look on her usually smiling Monday morning face. We were very much worried, because Sunday night usually brings such joys that Thelma's face holds "the smile that won't wear off" until Tuesday morning. After some moaning, we finally got the following explanation:

Eight young ladies (including Miss Offutt) decided to hike to Loch Raven on Sunday morning, May 22. When they were half way there they suddenly became painfully aware of their feet, and if it hadn't been for the arrival of a young Lochinvar from out of the West, with a motorcycle, they would probably still be half way to Loch Raven. But our eight young damsels hailed him to no avail. Lochinvar refused to be beguiled by sweet smiles and endearing names into stopping. He simply smiled sweetly in return, and went sailing by.

Nevertheless, the old proverb "He who laughs last, laughs best," came true. They were nearly up the hill when what should they see but the dear young thing standing in the middle of the road, trying to fix his motorcycle. (I honestly believe there was nothing at all the matter with his machine, but something was the matter with his newly awakened conscience.) He was very gracious this time, and nine heads must have been better than one, for we are told that the cycle was fixed in short order, and he consented to take them up



The Heavy Working Local Crew of the Metropolitan Branch way train, W. F. Hendricks, foreground; H. J. Miller, E. M. Cavan, H. S. Burgess

the hill. (I believe several of the young ladies have lived to regret this step.) If I only could have gotten a picture of all eight of them piled on his twentieth century steed! Miss Offutt and another young lady were allowed to have the back of the cycle (without any seat, cushion, or pillow!), and the other six were piled on the side box of the car. The road could have easily been called "The Rocky Road to Dublin." The cries of the two very-much-bumped young ladies were in vain, for the cruel wind carried their cries down the hill instead of to the driver. Miss Offutt says they only came down to the ground to touch such things as large stones and tree stumps.

Can you blame our young lady for the woe-begone expression? Kindly accept our sympathy, Miss Offutt—and our advice: Use Sloan's Liniment.

Baltimore Division

Correspondent, W. H. Tarr, *Superintendent's Office*, Camden Station

Assistant Correspondents

H. A. Dietz
Shop Clerk, East Side Shops, Philadelphia
C. W. Hamilton...Clerk, Freight Office, Wilmington (Joint Philadelphia & Reading and Baltimore & Ohio)
V. J. Huegle.....Cash Clerk, Pier 22, Philadelphia
E. A. Duffy....Clerk to Freight Trainmaster, Camden Station, Baltimore
N. E. Reese..Passenger Conductor, West End, Camden Station
H. H. Raymond
Conductor East Side Yard, Philadelphia



Josephine Elizabeth, Daughter of Fireman R. M. Stallings, Brunswick, Md.

Miss Ethel E. Stickley
Clerk, Transfer Shed, Brunswick
R. E. Sigafoose
Shop Clerk, Brunswick Shops, Brunswick
W. S. Wilde..Chief Clerk to Terminal Trainmaster, Philadelphia
E. H. Ziegler.Special Representative, Freight Office, Hagerstown
S. R. Bosley.....Clerk to Road Foreman of Engines, Riverside

The accompanying picture is of the Metropolitan Way Train crew, entitled, "Nothing too heavy for us to move." Conductor W. F. Hendricks is in center, with, from left to right, H. J. Miller, E. M. Cavan and H. S. Burgess.

Operator C. T. Rogan recently went to Texas and returned with a bride who had captured him while he was serving at the Kelly Aviation Field during the war.

The Shriners' delegation from Baltimore to the convention at Portland, Oregon, left Camden Station over the Baltimore and Ohio. We are told that one of our office force was seen on the platform about the time of its departure. We will have to ask "Eddie," whoever he may be.

R. I. Peltz, Maintenance of Way timekeeper, has left the service of the Company to accept a position as Assistant Cashier with the Baltimore Wholesale Grocery Company. We wish him success.

F. Hartman has been appointed Maintenance of Way Timekeeper, vice R. I. Peltz.



Sergeant Robert Bruce Mouat, of the 106th Engineers

J. R. Mulligan, who has been studying at the Catholic University at Washington, has returned to the service of the Company at East Side.

Conductor H. N. Constantine has improved somewhat in health and is spending the summer on the Magothy River.

We learn that, by the time this paragraph appears in these columns, Miss P. V. Sauerhammer of our office force will have become Mrs. H. S. Hinkle.

The Southern Railroad *News Bulletin* for June, 1920, had this to say about the efficient work of the man who handles our engines between Harrisonburg and Lexington, Va.:

"Here is a record which speaks well for the efficiency of Southern Railway employes. General Foreman Morris Spiro, of Harrisonburg, Va., reports that Southern Railway trains on the Harrisonburg-Manassas line were handled during the period from July 24, 1918, to March 1, 1920, without an engine failure, freeze-up, or



Frances May Cannon, Daughter of Passenger Engineer W. T. Cannon, on Shenandoah Division

breakdown, without one minute's terminal delay for an engine, and without a single personal injury."

Riverside

The accompanying photograph is of Sergeant Robert Bruce Mouat, of the 106th Engineers. "Bob" was employed at Riverside until called to join his company, the First Florida Regiment, which was later merged into the 106th Engineers. He was one of the youngest of the "non-coms" in the service. He was wounded in France and invalided home, and received his final discharge at Camp Meade in May, 1919, when he returned to his work at Riverside after having served Uncle Sam for 25 months.

Brunswick

At our monthly meeting of check clerks at the Transfer Shed on May 3, many subjects of interest were discussed. These meetings are also attended by the foremen from the platform.

Messenger Rice has provided himself with a motorcycle and side car. We are told that he has become quite popular.

We are pleased to learn of the recovery of the mother of Miss Fisher, who has been ill at her home at Keedysville.

Miss A. Stickley, mail clerk, spent June 6 at her home in Virginia.

On account of the heavy run of freight, the Transfer Shed has been working ten hours daily. Hard on the "Movie Fans."

Miss C. Jones, who obtained a leave of absence last fall in order to resume her studies at Hood College, Frederick, will be with us again this Summer.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

At this time of the year the fair City of Washington is perhaps at its prettiest. The wide avenues and open streets are lined with flowers and foliage of the brightest hues and one can imagine himself in a conservatory because of the fragrance of roses, peonies and other blossoms that greet us. It is no wonder that the trains from all sections come in loaded with sightseers. Our Freight office also feels the effects of the beauty from outside, as there is scarcely a desk that does not have some floral decoration on it, brought in by those who come from Brentwood, Mount Rainier, and other neighboring places.

In spite of all the embargoes that are in force all around us, no embargo has been placed upon the activities of "Dan" Cupid—at least not in the neighborhood of our station.

On May 29 our Trace Clerk, Miss Doris J. Beall, left us to become the happy bride of George Duvall, of Laurel, Md. The surprising event took place in Baltimore. The newlyweds will take up their permanent abode in Laurel. The bridegroom is in the service of Uncle Sam, holding a good position at the United States Navy Yard in this city.

We congratulate our Collection Clerk, Steward F. Mehlfelt, upon the visit of the stork to his home. On May 14, a little baby girl arrived to bless the happy parents. The surprise in the affair consisted in the fact that the good folks in the office were unaware that Steward was married. This event took place, it appears, about a year ago, and the secret was most certainly well kept. Well, it had to come out sooner or later, and our best wishes for a long life of happiness are extended to the happy parents and to little Miss Dorothy Bender.

An arrangement has been made by which our office force is enabled to enjoy the benefits of "Saturday afternoon" off. One half the force are away one week, and the other half the next week; those staying taking care of the work of the absentees. This is a plan that meets with the approval of all concerned and it is much appreciated.

Business is still booming in the District of Columbia, and although it is the season of the year that is usually quieter than at other times, yet there is plenty of work to keep all hands busy, and indications point to a busy Fall and Winter.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
R. G. ALLAMONG, *Secretary, Y. M. C. A.*
P. M. PENNINGTON, *Crossing Watchman*
RUTH M. CHEUVRONT, *Office, Mechanical Engineer*

We desire to call attention to a mistake made in the Cumberland Division notes for June. In the statement of the operation of the motor car by A. E. Whitlock the figures under the caption "Miles," should have read 7,500, instead of 5,700. The corrected statement is as follows:

TRIPS	MILES	EXPENSE	COST PER MILE
173	7,500	$70.99	$ .0095

—EDITOR.

During the first five months of this year 317,199 cars were moved over the West End of the Cumberland Division.

The nearest approach to that record for the first five months of any year was made in 1916, when 311,715 cars were moved.



A Back Pay Comedy



J. G. Lester, Signal Supervisor

During the month of May, this year, on the East End of the Cumberland Division, 529,289,000 gross ton miles were made. This was a record, the best record previously made being 514,128,000 gross ton miles in October of last year.

In May of this year a total of 135,522 cars were moved, including 85,900 loads. The loaded car movement, while not breaking any records, is greater than that for any month of any year with the exception of October, 1919, when 87,051 loaded cars were handled.

Cumberland Yard for the month of May also surpassed all previous records by handling 85,465 cars.

On May 6, the Division Accountant's office at Cumberland closed its night school classes for this season, when over 50 employes and their friends were entertained in the office of the Queen City Building. Through the kindness of the W. F. Frederick Piano Co., a victrola and many beautiful records were procured, adding much pleasure to the affair. The evening was concluded with a dainty lunch, served by the girls of the office.



C. W. Shaffer
Division Accountant's Office, Cumberland

The night school accounting class was organized by F. L. Sheakley, division accountant, on last September, for the purpose of educating the employes in railroad accounting, and also to promote good-fellowship among them. The school has been a success and the employes have decided to resume the class in the Fall.

It is with regret that we announce the death of Extra Operator A. M. Shewbridge, of Harper's Ferry, W. Va., on May 30. He had been ill for some weeks and later developed a fatal attack of typhoid fever.

J. Thomas Talbot, who has for the past year and a half been connected with the new Locomotive Erecting Shop at Cumberland as Outside Foreman under T. R. Stewart, left Cumberland on June 15 to become connected with the Ford-Macon and Johnson Co., Structural Engineers, 115 Broadway, New York, N. Y.

Mr. Talbot is well known to all the railroad men in this city and during his short stay has made a host of friends. He is also well known in musical circles, having been connected with several of the leading orchestras . At the present time he is playing the trombone with the Bygset Orchestra.

We are all sorry to see him go and wish him all the luck in the world in his new venture.

Master Mechanic's Office

Miss Grace Heron, work report checker in Master Mechanic's office, and Mr. Belmont Kerns, of this city, were married on May 27, by Rev. Dr. Moffatt. Mr. and Mrs. Kerns spent their honeymoon in the West. On their return they will reside on Williams Street.

E. W. Dawson, A. R. A. clerk, has left us to accept a position with the Postoffice Department.

On June 1 the Cumberland Baseball Team held a successful dance in Chaney's Hall, South Cumberland.

We clerks are glad to welcome T. E. Mewshaw to the fair and growing city of Cumberland. Mr. Mewshaw is Assistant Master Mechanic, Cumberland Roundhouse.

Accounting Department

R. M. Bernhard, Division Accountant's office, is confined to his home in Pulaski Street with illness. Best luck, "Barney."

Misses Gertrude Smith and Ora A. Bauer, Division Accountant's office, spent Decoration Day motoring to Chambersburg, Pa.

John Gornall, addressograph operator in the Division Accountant's office, with a number of friends, motored to Baltimore and Washington on Decoration Day.

Miss Mollie Bowden, Accounting Department, spent her vacation visiting her brother in Baltimore.

Miss Letha Ambrose visited her home in Berkeley Springs, Decoration Day, accompanied by Miss Blanche Clark, Master Mechanic's office.

The accompanying picture is of Chester W. Shaffer, Maintenance of Way accountant, in the office of F. L. Sheakley, Cumberland, Md. True to the facial expression in the picture, Mr. Schaffer believes in starting the day with a smile. We have it from him, it's 99 per cent. of the battle. Chester has seen 12 years of service with the Baltimore and Ohio, and a fond saying of his is that he hopes to see that many more. He hails from Keyser, W. Va., where he entered the service as a messenger. By his ability and endeavor, he has climbed to his present position. Mr. Shaffer is the father of two beautiful little girls, and enjoys nothing better than spending a pleasant evening with his family.



Charles H. Sizer
Correspondent, Stores Department, Cumberland

Stores Department

A party of young ladies, composed of the Misses H. Love, M. Pendergast, M. Burns, M. Mouse, and L. Zihlman, recently spent several days in New York City.

R. R. Baird, timekeeper, has been promoted to Accountant, succeeding P. J. Hopkins.

Two little boys from the Storekeeper's office, named Vince and Warner, were found crying in the Pennsylvania Station, New York City, the other day. When asked what was the matter, they said that they were lost. They were taken in charge by a conductor, and brought safely home again. This should teach little boys a lesson, not to run away from home in search of adventures in a big city like New York.

The accompanying picture is Charles H. Sizer, our local correspondent. I wonder if it was his mother who pinned that rose on him? Miss Mouse was heard to make the remark that it must have been Margaret.



H. M. Whitford, Agent, Green Spring (left), W. F. Kessler, Switchman, Tie Plant. Kessler is Captain and Whitford Short Stop of the "Cross Tie-Gers."

It was with regret that we lost a good clerk. Miss Mary Pendergast was married on June 9, after two years' service in the Storekeeper's office. We wish her much happiness in married life.

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

Two more of our employes, R. H. Corbin, truck foreman, and E. F. Bean, retortman, are buying homes at Green Spring through the Relief Department.

J. H. Sterns, tieman, has moved into the Company house formerly occupied by Mr. Corbin.

Our pipefitter, J. J. Foley, accompanied by Mrs. Foley, enjoyed a two weeks visit with relatives at Republic, Missouri. We have heard lots about the Ozarks since Foley got back, but he says he found no railroad equal to the Baltimore and Ohio.

Our baseball team, the "Cross-Tie-Gers," have livened things up a little and considerable interest is being manifested. Through the courtesy of Hon. W. W. Carder, we were able to secure a diamond and have had four games and one social to date, winning three games and the social by good scores. Games played to date: May 23, Paw Paw at Green Spring, double header, winning both, scores 15–1 and 10–3; May 29, Moorefield at Green Spring, losing to Moorefield 8–3; May 31, Green Spring at Paw Paw 12–11, in favor of Green Spring. The social and box supper held May 29 for the benefit of the team was a big success and we are now negotiating for some uniforms.

W. P. Wiltsee, assistant engineer, N. & W. Railroad, accompanied by Messrs. J. H. Giboney and H. C. Bell, visited the plant on May 21, after covering quite a number of plants through the country, and they rank our plant at the top.

A tennis court has been laid out on the school ground and we are advised that J. C. Alexander and E. S. Crawford have issued a challenge to all comers.

Dr. J. H. Mayer, medical examiner, examined and instructed our first class in their duties on May 26.

Our Supervisor and Yard Foreman, accompanied by J. C. Alexander, made a motor car trip to Petersburg June 3 in the interest of the plant.

We regret to report the serious illness of Mrs. E. Allen, wife of Night Foreman Allen. Mrs. Allen is still confined in the Allegany Hospital at Cumberland, having undergone a serious operation. She is also being given radium treatment. We all sincerely hope that before this item appears in our MAGAZINE Mrs. Allen will be again restored to health.

Keyser

Corespondent, H. B. KIGHT

To Baltimore and Ohio Employes at Keyser:

For several years I have been the Correspondent for the MAGAZINE for Keyser. During this time I have tried to give to our readers the news of the West End of the Cumberland Division, and have seen to it that every employe was furnished each month with a copy of the MAGAZINE.

I have been associated with the Railroad for a long time—in three more years I would be a 20-year veteran—and during my association with the boys in the shops, in the offices, and on the road, I believe I have made a friend of every man whom I have met. I want to say to you that I appreciate your friendship, and I shall look back with much pleasure upon the times spent with you and upon our mutual dealings in helping to make ours the best Road.

It is with a feeling of deep regret that I break away from railroad work, but I feel that Opportunity has knocked at my door and I must answer. I go now to take a position with the West Virginia Pulp and Paper Company, located at Covington, West Virginia.

You will now have a new Correspondent. Help him, whoever he may be, to get the news for the MAGAZINE.

As I shall be unable to see each man to clasp his hand and to tell him good-bye, I take this means of doing it through the columns of the MAGAZINE. So long, fellows, all of you, and good luck to every one.

HARRY B. KIGHT.

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent

Principal Assistant Engineer Paul Didier and wife are at present visiting relatives in France. They sailed from New York on the good ship Lapland on May 8.

We are glad to welcome W. M. Ray, assistant engineer in charge of Allegheny River bridge construction, who has been absent on account of illness.

The days of the good old summer time have at last arrived, and the base ball season is on. Look out for the gang from Glenwood who represent the Pittsburgh Division in the Welfare League this year. They are rounding into form rapidly, and will give a good account of themselves, or we'll miss our guess. They have lots of "pep" and a great "rep."

While we're on the subject of athletics, let's not overlook the fact that we have a few stars outside the realm of baseball. Take the Division Engineer's office for instance; Harsh, Donahue and Suesserott are some sprinters, and did you ever see Nelson play tennis? He's some pumpkins and there with the service.

In these days of strenuous political conventions, frenzied finance, and the H. C. of L., some of the girls in the yard office at Glenwood are learning to ride the cars. Bye and bye when the women get to voting, we'll be right up to snuff and have some "Brakeladies" to represent the suffragette cause in our service. Cut off two and let her go. Attaboy, "Jamie"!

R. M. Wooley, field engineer, was recently transferred from A. C. Clarke's staff to the office of Engineer of Buildings, Baltimore. We wish him the best of success in his new field.

We now have the new Division Freight Agent, W. E. Magill, and his official family in our midst. Mr. Magill's office was recently moved from the Oliver Building to the Passenger Station at Pittsburgh. Judging from the way he is starting out, we feel sure good results will be secured by having him near us.

George Norris, the popular young rodman on Mr. Ray's corps at the Allegheny River bridge, has left the service to accept a position with L. P. Kimball, Baltimore. This accounts for the sad expression worn by a couple of well-known young ladies in the local Engineering Department. Cheer up, girls, "Georgie" has promised to return for a short visit occasionally.

Some time ago Division Operator Day was given instructions to have his picture taken, but it has taken the photographer three months to develop a good likeness. My goodness, George, you ought to try a little rouge and some Mary Garden powder. You'd be surprised what a difference it makes.

The Honorable Jacob J. Arenth, Councilman from Etna, is serving his regular turn on the Jury. Nothing to do but to sit around, and sit around. Pretty soft, "Jake"!

Miss Louise Bayonnett, formerly of the District Engineer's office at Pittsburgh, now in the office of the Division Engineer at Cleveland, Ohio, recently paid Pittsburgh a visit. Louise is a very charming young lady, and we wish her all success in her new home.

"Hank" Donnelly is our time-table expert now, and he's right there with the dope. Frame 'em up, Henry!

There must be some attraction down in the Central Lunch Club besides the satisfaction of the inner man. Know it to be a fact that a lot of the boys go down pretty often for lunch; some, in fact, daily. There's a nice looking cashier down there, and she passes out the smiles occasionally, and you can get free tooth picks at her desk. Maybe this is the cause of the pilgrimage. The reason I happen to know is that I was down there the other day myself. Honest to goodness, I thought it was an employes' convention.

Chief Dispatcher Weaverling says he's going fishing soon. This is to notify all you poor fish to lay low when the "Chief" appears on the scene with his bait. He's got some "line"—Minnow, Ha! Ha!

Glenwood Shops

Correspondent, FRANK RUSH, *Shop Clerk*

Born to Mrs. S. Kempinski, wife of Foreman in car yard, a bouncing 10-pound boy. We extend our congratulations.

It was with great regret that we learned of the death of one of our oldest employes, M. J. O'Sullivan, pumper at Glenwood. Mr. O'Sullivan had been in the service of the Company for a number of years and at one time was Power Plant Foreman at Glenwood. He was later transferred to Connellsville.

O. F. Stoneburner has recently been transferred to Glenwood as Car Foreman on heavy wood end, vice H. W. Wageley, transferred to Connellsville. We wish both men success in their new field. Mr. Stoneburner is not new at Glenwood.

R. C. Clem, wreckman at Glenwood, has just returned to work after spending some time out West.

H. F. Lodgston has been promoted to Foreman of Valve Motion Gang at Glenwood, vice J. Callahan, who has left our service.

Wake up, Glenwood shop employes, and give your correspondent some items for the MAGAZINE! One man cannot get all the news for Glenwood and it is hoped that every employe, including those in the roundhouse, will do his share in contributing.

Rumor says that our old friend E. V. Gisbert, pipefitter in the roundhouse, is to be married shortly. (Go to it, "Vince"; it is *some* life.) Mr. Gisbert is third baseman on the Glenwood baseball team.

Miss Ethel Irwin, formerly clerk in Superintendent of Shop's office, paid us a visit recently. Miss Irwin is now employed by the Company at Washington, D. C.

We were sorry to learn of the death of the son of Machinist S. Charubin. His family has our sympathy.

It is with deep regret that we record the death of Mrs. Sikes, wife of Engineer Sikes, Glenwood Back Shops. He has our deep sympathy.

"The Slave"

James A. Lannon, the efficient Leverman, really does the work at "WJ" Tower. He began his Railroad career with the Freight Department in September, 1900. He was transferred to the Signal Department during 1901 as Car Repairman. In November of that year he was detailed to "WJ" Tower as Towerman, which position he still holds. With the exception of the time he was on the Relief, a period of one month, he has an exceptionally good record of being "on the job." James is married and has four children, all of whom have evidently assimilated the cheer and mirthfulness displayed by their "daddy." When it comes to work, he is "Serving Jim" Lannon.

Monongah Division

Correspondents

E. S JENKINS, *Secretary to Division Engineer*, Grafton, W. Va.
MISS MARY C. LEEDS, *M. P. Clerk*, Grafton, W. Va.

A large force of trackmen are employed in getting the Fairmont yards ready for the huge Mallet engines which will soon be operated from Grafton to Fairmont and the east.

Our Wedding Bells

Pipe Fitter Helper W. F. Campbell and Miss Josephine Wolfe, daughter of Painter Foreman S. S. Wolfe, were the first to start the ball rolling. This mating of the Cam(pb)ell and the Wolfe is an indication of the harmony existing in our shops.

Their wedding was followed by that of Machinist Helper E. Travis and Miss Ethel Knight, at the home of the bride, early in May.

Later in May, J. W. Cooney, machinist helper and Miss Thelma Martin, were quietly married at the U. B. Parsonage by the Rev. Waters.

And last, but not least, Machinist Russell Ridenour and Miss Genevieve Bowmaster slipped away to Oakland, the local "Gretna Green," and came back "one." That reminds us:

A popular machinist named Russell,
Says "I surely will now have to hustle—
This taking a wife
For the rest of my life
Means with old H. C. L. a great tussle."

We hear whispers of several more weddings to follow soon but the whispers are too faint for publication at this time.

Here is the picture of the office and supervising forces at Fairmont shops:

Left to right, bottom row: George Sperling, yard checker; Norman Long, car repairman; R. F. Peters, car foreman. Second row: Mrs. Mary Paulson, janitress; Bailey Hupp, assistant car foreman; "Joe" Stretchberry, gang foreman. Top row: Mrs. L. J. Poe, M. C. B. clerk; Eleanor A. Peters, M. C. B. clerk; Mildred Keener, chief clerk.



Office and Supervising Forces at Fairmont Shops (See Note)

R. B. Sinclair, clerk in Master Mechanic's office, has accepted a similar position in the local freight office. While we were glad for "Bob's" promotion, we were sorry to lose him.

We miss Bob's lively whistle of "jazz" tunes, bright and gay,
We miss his bounding in the office door.
Things are "sorter" quiet since Bobbie went away;
The office isn't "Mary" any more.

C. E. Grinnan finished his apprenticeship May 20 and is now a full fledged blacksmith. Congratulations, Clarence.

Miss Edna Warden, clerk in Master Mechanic's office, and sister, Miss Mildred, stenographer in Superintendent Van Horn's office, spent a two weeks vacation in Meridan, Conn., their former home.

Miss Ruby Wolfe, the genial check booth clerk, is enjoying a well earned vacation. Hugh Church is handling out the cards while Ruby is away. The boys say that though he gets the cards out promptly, yet they miss Ruby's smile, and will be glad to see her back again in her accustomed place.

Miss Bertha Bishop, stenographer, wears a smile all the time now; her parents and all the family, including Don, have moved from Buckhannon to Grafton, and Bertha now has all the comforts of a home.

Charleston Division

Correspondent, M. W. JONES,
Secretary to Superintendent, Weston, W. Va.

Weston, W. Va.

The May number of the BALTIMORE AND OHIO MAGAZINE has just arrived, in its new dress, and with its new name, and we are all much pleased with its appearance and contents. We are particularly impressed with the article written by W. G. Curren on the subject of the present serious car shortage. We have directed the attention of every employe on the Charleston Division to this article, and we will do our share to remember that CARS ARE ONLY EARNING WHEN WHEELS ARE TURNING. Another item in the MAGAZINE, which in our opinion deserves the careful attention of every one, is that on the subject of "Freight Claims." We doubt very much if any of us realized before reading this article what a tremendous organization was necessary to handle this part of the work. We read with much interest the messages from our President, and we consider worthy of special mention the articles written by our new Associate Editor, Miss Stevens.

One thing which the writer noted with special interest was the description of the career of our Senior Vice-President. We believe that such articles will prove of great value. While we all know our executive officers by name and title, we really know very little about them personally. It seems to us that a little story of their lives, who they are and what they are doing, will tend to increase our respect and loyalty for them all, and we hope that they will continue to let us have these articles.

The only criticism we have to make is that we should like to see more of our divisions represented among the writers of special articles. On a big railroad like the Baltimore and Ohio, there must be lots of talent, and we think it is about time they quit "hiding their light under a bushel" and came out in the open.

While on this subject, we want to draw attention to the fact that MAGAZINES may be had at the Superintendent's office, the Trainmaster's office and Shop office at



W. H. Schide, chief clerk, Charleston Division

Weston, and the Assistant Superintendent's office at Gassaway. We have about 1,500 employes on this division and we would like to see each one have a copy of the MAGAZINE. If any one does not get it, and he will advise his immediate superior, or drop a note to the Superintendent, we will see that he gets it.

The item of prime importance to us was the visit of S. Ennes, our General Manager, who, accompanied by C. A. Gill, and J. M. Scott, general superintendent, made a trip over our entire division. We hope they enjoyed their trip as much as we did having them with us. Then we had for a short time Mr. Willard, our President, who was accompanied by Mr. Galloway, Mr. Fries, and other officers from Baltimore. Unfortunately Mr. Willard did not have time to visit us at Weston, and thereby disappointed us very greatly. We hope he will come again soon and stay longer. By the way, have you read some of the fine speeches Mr. Willard has been making throughout the country? We hope every employe has had an opportunity to do so, because they are well worth careful attention and study. They show you just where we are.

On May 19, we held our regular Safety meeting, and were particularly fortunate in having with us J. T. Broderick, superintendent of Safety. There were 40 members of the committee and visitors present. Mr. Broderick gave us an interesting talk on the work of the Safety Department and of the various committees, which was interesting to all of us.

On May 26, a well attended meeting of the Charleston Division Freight Claim Prevention Committee was held in the Coal and Coke station at Burnsville, W. Va. The meeting was of special interest and continued from 9.00 a. m. to 4.30 p. m., members coming and going all day long. One of the special subjects which was discussed was "Seals, and the Importance of Keeping Proper and Accurate Record." Another item of interest was the fact that at

this meeting we had before us and were able to present to the Committee a report from practically every agent on the division, giving his views on the question of Claim Prevention, and also making recommendations on matters which should be given attention as Claim Preventatives. Two local conductors were also present. They, too, gave us valuable information. Conductors Heater and Barrett have shown that they are particularly interested in Claim Prevention, as also have Conductors Jeffries and Miles; we hope the others will come along and fall in line. Amongst the permanent members of the Freight Claim Committee on this division, to whom matters relating to this subject may be reported, are J. P. Ryan, agent, Weston, Chairman; M. W. Jones, secretary to the Superintendent, Secretary; C. M. Criswell, F. C. P. R.; W. Trapnell, Superintendent; K. O. Wade, agent, Heaters; Master Mechanic Baldinger; General Car Foreman Tull; Trainmasters Deegan and Nicholas; Road Foremen Marsh and Davidson; Assistant Superintendent Kinton; Agents Peters of Richwood, Hoover of Buckhannon, Richardson of Charleston, and Relief Agents Davis and Marshall.

Arrangements are being made to string electric wires to the Y. M. C. A. Building at Gassaway for the purpose of operating a moving picture machine. We are sure this will be much appreciated by all our people in Gassaway as there is not much in the way of amusement there.

Miss Hoke, stenographer in the Trainmaster's office at Gassaway, having resigned, Miss Bertha Van Dyke of Parkersburg has been appointed in her place. Miss Hoke has accepted a position with a Coal Company near Charleston, and while we are sorry to see her go we wish her success in her new place.

Charleston, W. Va.

H. N. Greenlee, cashier, has just returned from a 90 days' leave of absence.

Miss Clara Pierson, now Mrs. Basil Lowe, has left the service, having gone to Parkersburg to join her husband, who is employed in the Division Freight Agent's office at that point.

Mrs. Eva Day of the Cashier's office has resigned, and Miss Elsie Lynch has been appointed in her place.

Miss Edith Lanham of the Cashier's office has left on a vacation for North Carolina.

The Baltimore and Ohio and Kanawha and Michigan joint employes have organized a baseball team and soon expect to be ready to meet all comers.

Kenneth Leeson, file clerk in Superintendent's office has resigned, to return to his home in Parkersburg. We are sorry to learn he is at present in the hospital suffering from appendicitis, and hope he will soon recover. Miss Inez Young is temporarily holding down the desk where they say "I can't find it." Miss Dovie Justis of Weston has been appointed in place of Miss Young, as stenographer to the man who proves we didn't violate the hours of service law, the Assistant Chief Clerk.

Miss Marguerite McCormick is temporarily engaged in putting those black marks against our records, while Miss Madeline Hayden takes her place as stenographer to the Chief Clerk.

E. V. Shores, chief clerk to Superintendent Lyon of the K. & M. at Charleston, who looked after our interests there, has resigned and will open his office in Weston shortly, as Secretary of the South River Coal Operators' Association.

We congratulate Mr. and Mrs. J. D. Nicholas of Gassaway on the recent arrival of a baby daughter.

Supervisor "Mike" Harrington of the Pittsburgh and West Virginia District came very near losing some of his religion lately, trying to get all his slag dumped and thus to shove up the CAR MILES. However, he says you never saw an Irishman yet who didn't get there, and he will do it. Supervisor John Conley on the south end of the Elk Line is busy putting his track in shape for the new Grafton-Charleston flyer, which goes on with the new schedule. John tells us that he will show the through travellers a real piece of railroad when they come over his track. Supervisor "Joe" Conley seems to have become lost somewhere in the woods near Pickens. We have not seen or heard of him for a long time. However, we understand he says that when the flyer comes over his part of the road, he will be right on the job "watching them." Passengers from other divisions can rest easy when they know the two Conleys are watching them.

We regret to learn that Supervisor B. W. Straw, who has charge of the Elk Line territory between Gassaway and Adrian, has been transferred to the Baltimore Division. We are sorryto lose a good friend and a good man from this division, but we wish him every success in his new work. E. L. Tyo, of Section 18, Frametown, has been appointed Acting Supervisor in place of Mr. Straw.

The accompanying picture is of W. H. Schide, chief clerk and Manager of the baseball team. This photograph was taken before (we do not say how long) his recent trip to Pittsburgh.

G. C. Flint, Chief Clerk to Division Freight Agent Strachan at Charleston, has resigned to become Traffic Manager of the Baldwin Tool Works at Parkersburg. Our hearty congraulations and good wishes go with him.

Miss Viola B. Hickman, Trainmaster's clerk at Weston, has now entirely recovered from her recent attack of typhoid fever. We understand she is becoming quite familiar with the road between Weston and Clarksburg, and its condition, in connection with automobile driving. When asked for an expression of opinion, however, she declined to reply.

The circus came to town this month, and there was great joy. All the boys in the office went out and spent their hard earned cash on peanuts and pink lemonade for the girls, and had a perfectly bully time.

The following comments are given us by the famous "Boy Baseball Umpire" in the Division Accountant's office: Miss Janet Longwell, tonnage clerk, has been promoted to Fuel Clerk in place of her father, who was very happy to go back to his old home town, Gassaway, as roundhouse clerk. Miss Nell B. Copley, of Weston, took the place of Miss Longwell in the 2520 department, and we feel sure she will soon run away with the job. (Not the trains.)

Miss Agnes Craig, formerly a Red Cross worker, came to us as Stores Material Clerk, vice George Canfield, who resigned to enter the service of the Pennsylvania Railroad. At least, so we are told by a young lady in the office who should know. Miss Craig only stayed with us about a month, and then, deciding that she liked the Red Cross better, went back to it.

Mr. Meadows, Distribution Clerk, was transferred to Richwood station, as Cashier, on his own request. His place has been filled by Miss V. Erwin of Weston.

Baseball is king. It is in the air. We eat baseball, we drink baseball, we talk baseball. The Gassaway and Weston teams have lined up for the Inter-Division games. Gassaway beat Weston in the first game, score 8 to 1. Weston came back strong on Decoration Day with a score in their favor in a game lasting 11 innings, of 7 to Gassaway's 6. The battery for the visitors was Henrietta, Otto and White, while for Weston we had Carden and Murray. Henrietta struck out 8 men and Carden 16. A large and enthusiastic crowd of fans from Gassaway and Weston was present, and kept up a noisy accompaniment to the game. Gassaway has beaten Bowers and Stouts Mills already and is going strong.

Fuel conservation is getting its proper share of attention on the Charleston Division now. We are out to save that shovel full in force, and we are looking for results. From our fuel bulletin issued for the month of May, we find the following men made 100 per cent. or better: Engineer F. Kerrigan, A. J. Lawson, J. B. Poling, W. P. Paxton, A. F. Vorholt, and J. H. Shea. More power to your elbow, boys! We hope to put more of your names in this column next month.

Talking of coal, read the MAGAZINE for June, showing where the Baltimore and Ohio broke the world's record loading 7,222 tons of coal at Curtis Bay in one hour and fifty-eight minutes, or at the rate of more than one ton per second. Mighty good reading! Let's all get together and see if the Baltimore and Ohio can't break the world's record in some other ways, boys, such as Safety, Claim Prevention, Fuel Conservation and so forth. We can do it if we try. Shall we try? We say "Yes." Go to it!

Wheeling Division

Correspondent, A. N. GANTZER

Benwood Shop

Correspondent, ANGELA APPLEGATE

"Doc" Brown, on a summer's day,
Went to a ball game at Holloway.
Knowing him to be "some live wire,"
They chose "Doc" Brown to be Umpire.
When he returned (ah, sad surprise!),
The sun had blistered his nose and eyes.
For, you folks know, a checkered cap
Won't take the place of a big straw hat.
And we hope that next time these teams play
They won't choose such a sunny day,
Or else that they'll play in our home town,
Where a parasol can shield poor Brown.

"Bill" Keffer has just returned from his vacation and reports a fine time. He traveled through Union, Washington, and Clay Districts and spent quite a bit of his time in Glendale and Moundsville.

The crepe is taken off the door,
The voice we loved to hear
Is back again in our midst once more
With it's welcome smile and cheer.
For fourteen days we were lonely,
Everything looked so blue,
But June the first brought back our "Bill"
And we started life anew.

Miss Blanche Fankhouser, stenographer to the Storekeeper, tendered her resignation and has gone back home to Parkersburg. Blanche says she is homesick for the cows and chickens and back to the farm for her. Miss Youst has accepted Miss Fankhouser's position.

Jack of the Coach Yards poses for Jiggs,
It makes us laugh the way he rigs;
Jack with a white shirt, Jiggs with a green,
And all loud colors so he can be seen.

One wears diamonds, the other none,
But a sapphire sparkles in the sun,
They wear low cuts that look real nifty,
Jack's size five and Jiggs' fifty.

We again have one of our old clerks back with us in the person of Miss Della Davis, who is employed in the Storekeeper's office temporarily.

When Tony comes down to see Aina,
He's as happy as a lark,
For he has to stay 'till morning light,
He's 'fraid to go home in the dark.

John Kady, as you all know,
Never misses a burlesque show,
And if there you happen to go,
You'll find him in the very front row.
He sits there so the jokes he'll get
And he remembers them all, you bet.

Miss Ruth Vernon, clerk in the Storekeeper's office, has been granted a furlough and has gone to the mountains for her health. We all wish her a speedy recovery.

To put Harold Schafer, the village lad,
To work night turn was sure too bad.
For he's the ladies' man, you know,
And from the office hated to go.
We miss him, oh, we miss him so!
It was real sad to part,
But now he can spend each moonlight night
With Thelma, his sweetheart.

George Selwood, coach foreman at Wheeling, is back again after having been away on a sixty day leave of absence. We are glad to hear that his health is much improved. J. B. Gatrell, who performed Mr. Selwood's duties while he was gone, has returned to Weston, W. Va.

Kathryn Cooper sure yells "Yes,"
When a telephone call comes from Ches.
Her laugh Bernadine helps to share,
For she knows Chess and Riggle will both be there.

Ralph Gandy, our baseball sport,
Has a sweetie who is very short,
Where she lives we'll never tell,
But Ralph is continually murmuring "Nell."

Clarence Kerr, from Mozart Pike,
Came down Main Street on a bike,
And for all the danger he was in,
His face still held a cheerful grin.

"V" is for Vic,
Who goes and comes late,
And stands and lingers
At Sara's gate.

Paul Crampton, General Foreman's clerk,
Does his work without a shirk,
With the face of an angel, the ways of a lamb,
He runs from the ladies as fast as he can.

"Jimmie" Crogan, formerly of Mr. Gorsuch's office, Pittsburgh, has been promoted to Trainmaster's clerk at Wheeling.

Della and Bernadine have begun to talk,
After into the private office they had to walk.
And then like babies they began to cry,
Chewed their fingers and looked quite shy.
But now they say they'll fight no more,
But be as they were in days of yore.

"Tommy" McMahan has accepted a position as Messenger at the Wheeling Passenger Station. Success, "Tommy"!

Angela, with her laugh like a chime,
Talks on the telephone most of the time.
Yet in dictation she's getting slow,
Since under a brain test she had to go.
But whether she passed, we cannot tell,
But from her actions, we know very well—

Western Lines

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

Our office force and repair trackmen are holding a Bean Eating Contest every day at noon. All honors were bestowed upon Chief Clerk Harry Swepston, who gallantly eats a pound or more each day without fear.

Frank ("Feedbox") Smith, the race horse kid, is laying off, spending those $3,000 (?) which he won. Last reports are that "Smittie" was seen scouring the hills of Kentucky with a lantern, looking for his "winners," as Jockey Hattersley says they couldn't stop them after they got started; the bad feature of it was to get them started.

Our boys on the sick list are all reported to be getting along nicely. "Tommie" Moon, who has been seriously ill with pneumonia, was down to see us. "Tommie" says it was worse than prohibition, for his coat now fits him like an overcoat. "El" Howard has again returned to duty, having recently recovered from an operation. George Ford is reported to be rapidly recovering from a broken wrist, which he suffered in an accident a few weeks ago.



Miss Hazel Greb

The accompanying photograph is that of Miss Hazel Greb, granddaughter of our Wreckmaster, Mark Longdon. Although she is hardly qualified to handle steam cranes, we understand that she is following in her granddaddy's footsteps to a certain extent. She is a pretty good little "table wrecker" and we feel assured that in the future her beauty will cause a lot of hearts to be wrecked.

Between Blacksmith George Baker and Machinist John Highhouse, honors are evenly divided for furnishing the boss's desk each morning with flowers.

J. Weithoff, Elmwood Yard clerk and veteran World War soldier, is reported a victim of Cupid's arrow, shot from the direction of Mt. Healthy, with telling effect. We hope there is no shortage of homes out that way.

William ("Bill") McGinley has come back into the fold, having recently taken over the duties as Trainmaster's stenographer at Elmwood. "Bill" is an oldtimer, having been employed at 8th Street for several years as Trainmaster's stenographer, and is well known in the Cincinnati Terminals.

The "Jolly Seven," Misses Sue Elmore, Leafy Wiltsee, Florence Darling and Clara Schulte, of the Superintendent's office, Helen Farmer, of the Local Freight Office, and Bertha Goetz, of the Division Engineer's office, recently added another "cruise" to their list, by visiting Niagara Falls. The visit was not in vain, as we now notice several letters coming through the mails postmarked "Niagara Falls."

The "tall, handsome gentleman from Kentucky" walked into Storrs Yard office on a recent rainy day, crowned with a straw sky piece. Remarks were made about the hat that it was not fitting to the occasion. The wearer, however, explained that the "Katy" was thoroughly rainproof as it was built like a shingle roof and would shed the water. Anybody who wears a rough straw hat can easily appreciate this.

"Cleanliness is next to Godliness." The maxim is well exemplified by Mrs. C. A. Pollack, the efficient operator on the first trick at Storrs. Mrs. Pollack's office is a credit to the Cincinnati Terminals and her endeavors to have Storrs Yard office in the same condition are highly commendable. While it is impossible to keep a yard office thoroughly clean, her efforts have helped greatly and Storrs Yard office shows the results.

The yard office at Storrs had quite a shock recently and the employes had gone so far as to order flowers and place suitable notice on the door, but it developed that their preparations were a little premature. "Tom" Grady did not pass away; he nearly had a touch of ptomaine poisoning. "Scotty" claims that "Tom" was testing some "H. B.," but Grady insists it was not the case—that he took an overdose of cream puffs.

Sir Thomas Lipton should wander over to the "Beautiful Ohio" and take a survey of the craft "Francis L.," a handsome launch, the valuable asset of our genial yard clerk, Frank Lang, at Storrs. We are told that Frank's boat can be truthfully called a floating palace.

When it comes to picking winners, anyone interested in the "sport of kings" should consult "Pete" Hussey, car smasher at the east end of Storrs Yard. We believe that "Pete" would fit in pretty handily as a handicapper, and W. J. Scott, an exponent of the racing game, has assured us that he will lend his best endeavors to have "Pete" assist in the Latonia meet.

The sympathy of the employes of the Cincinnati Terminals is extended to Yard Clerk Clarence Henderson at Stock Yards, in the loss of his wife.

To hear "Dad" Rousch of Stock Yards tell about his young son you would think he and the son are both eligible to places in the "Hall of Fame." We are for him and his young hopeful. Here's trusting he turns out to be as beloved a character as his dear old "Dad."

John Bell and Henry Ford have recently come to terms and John is emblazoning the highway around Cincinnati with a bright new "flivver."

Julius Johnson, the versatile car checker at Storrs, has moved to Eighth Street to act as Crew Dispatcher in place of "Fred" Ulrich, who has taken a position as Conductor.

Allen Montjar, Trainmaster's chief clerk, after trying to fight off an attack of quinsy for several days, was forced to give in and spend several days at home under care of a physician. "Monti" is O. K. now and back on the job.

"Spider" Welsh, ex-yard clerk, has become a demon of the keys. Mr. Underwood in his brightest days had nothing on "Eddie" picking on the typewriter. The "Hunt, Find and Hit" system that Edward has created for himself is a wonder. He thinks that he could do a great deal of good to humanity if he would have it copyrighted and spread

over the country, as it can be worked out advantageously by any man, woman or child that has only one digit.

We don't like to get personal but we do think that one of our chief clerks, who enjoys all the pleasures of his country home, including chickens, eggs, cow, butter and cigars, and has been making a friend's mouth water for months by telling him he was going to bring him fresh country butter, cottage cheese, eggs, etc., ought to come across and not hold his friend in suspense.

Elmwood Yard office has again come to the front. Mr. Martindale has taken unto himself a bride. Good luck and best wishes! Any man that has nerve enough to bind himself to such a contract in these days of H. C. L., with "spuds" $6.00 per and ham and— 70 cents, surely ought to be encouraged. We think the man has enough nerve to try for the heavyweight championship of the world.

New Castle Division

Correspondents

A. C. HARRIS, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
P. W. ADAMS, *Telegraph Operator*
O. C. BEDELL, *Telegraph Operator*

L. H. Browning, formerly Agent at Wooster and Cuyahoga Falls, has been transferred to the Baltimore Division. The Baltimore Division is fortunate in securing the services of Mr. Browning. He is an exceptionally good man, thoroughly familiar with all details of agency work, and is ambitious to make a success of his work.

Business on the New Castle Division continues heavy, taxing to the utmost the facilities required to handle properly the cars offered us, and demanding unusual effort on the part of all employes in order to avoid excessive delays. The men have responded nobly to the call and have been able to keep the division in good shape.

C. D. Updegraph has taken over his new duties as General Yardmaster at Haselton, Ohio, in place of W. H. Yeager, transferred to New Castle Junction as Terminal Trainmaster. Mr. Updegraph has been on the division for many years and his friends are certain that his success in the new position is assured.

Business at Newton Falls is increasing by leaps and bounds and it is only through strenuous effort on the part of H. H. Smith, agent, and his capable force, that they are able to keep up with the work. For many years this station was one of the ordinary country stations, not handling any great amount of business, but the construction of a new steel mill, rubber works and other industrial concerns has greatly increased the business handled and added to the responsibilities of the Agent. Mr. Smith and his force deserve credit for their splendid efforts.

We are told that if we increase production we will surely reduce high costs. This does not apply to conversation, as there is entirely too much of this commodity on the market now.

The New Castle Junction shop baseball team won the first game of the season, by defeating the Standard Engineering Works team of Ellwood City 11 to 3. The shop team seems to be headed for another record this year and with the players available there would seem to be no good reason why we should not head the list at the close of the season.

Work will cure many ills but we can't expect any benefits if we take only half a dose. Contentment, satisfaction, pleasure, joy and happiness will surely follow any extended use of this medicine.

Newark Division

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

The news of the sudden death of Miss Agnes Anderson, stenographer to Captain of Police, Newark, Ohio, on May 28, was a severe shock to her many friends. She had been employed in the clerical department of the railroad, in various divisional offices, for several years, and was in the performance of her duties up to within a few days of her unexpected death.

Miss Anderson made friends of all with whom she came in contact. Her untimely death is deeply grieved by the large circle of acquaintances that she enjoyed. The railroad has also lost a conscientious and faithful employe.

The depot offices and divisional quarters have undergone a number of changes in the last month.

In order to provide additional room for the divisional engineering corps the Division Engineer's entire office and engineering staff have been transferred to the Railway Club building, opposite the Freight Station on First Street.

The transfer of the Division Freight Agent's office from Columbus, Ohio, to Newark has necessitated the moving of the Division Accountant's force from the depot building to the Gymnasium building, just northwest from the station.

Division Freight Agent Kendall's force has just finished moving into their new quarters in the depot, formerly occupied by the Division Accountant.

During the process of these changes, "Springtime House Cleaning" has been the watchword.

Division Accountant's Office

Miss Lucille Callahan, efficient stenographer, Division Accountant's office, has tendered her resignation, and is taking up a new line of work, that of "Housekeeper." We extend congratulations and best wishes.

Miss Mary B. George, M. P. labor distributor, Division Accountant's office, reports spending an enjoyable vacation in Mt. Vernon, Ohio.

Ray Shaw has accepted a position in the Division Accountant's office.

Robert Baker has been appointed to the position of Maintenance of Way Clerk, vice Otto Reichert.

"Jim" Grady has been promoted to the position of Motive Power Clerk.

Newark Shops

It is with the deepest regret that we announce the death of Noah Ward, who was crushed between two cars in the Newark Yards at 10.30 p. m., on May 29, while inspecting the coupling on a car in an outbound train. His abdomen was pierced by a piece of the coupler, which caused his death a few hours after the accident.

Mr. Ward entered the service of the Company in September, 1907, as Car Repairman, later being promoted to Leading Car Inspector. During the past thirteen years that Mr. Ward has worked with us he has made scores of friends, who extend their sympathy to Mrs. Ward and the children.

We got to wondering t'other day why our congenial brother clerk, B. A. Oatman, came to work wearing one black and white and one blue and white striped sock. They're pretty that way, but we don't know just what the idea is and would like to have someone, who knows, explain.

Our bald-headed Material Man, Leon Stanford, has had the management of the baseball team wished on him again this year. He has the boys out nearly every night doing their bit. This, together with the Sunday schedule and two games each week in the City Twi-Light League, should put them in form to make a fine showing in the System League.

"Joe" Dennison, our star second baseman for several seasons past, had the misfortune to lay the middle finger on his left hand down the other day and crack it with a hammer. The doctor pronounced it broken and it will no doubt be some time before he will again be in the game. We all wish him a speedy recovery as the team doesn't seem complete without him.

An Up-to-Date Accounting Department

Our friend, "Jim" Johnston, division accountant, and his force have moved their quarters from the depot building to that formerly occupied by the Baltimore and Ohio Employes as a Club Room, on South





(See page 56, June issue)
Monkey Run Slide, Culebra Cut No. 2

First Street, to make room for the Division Freight office, moved from Columbus to Newark.

We have not been on any inspection tours over the System lately, but we are willing to make a bet that it is the only Accounting Department that is equipped with a gymnasium. In fact, the room occupied by them has a trapeze in the center dangling from the roof, swinging rings from one end of the room to the other, horizontal bars, and the walls are adorned with punching bag racks and other wind developers too numerous to mention. We didn't notice any dumb bells or chest developers, but we were informed that it was the intention to install these later, also a folding pool table, make a race track around the outside of the building—in fact, make everything homelike. The English sparrows are decorating the sills with their nests and making the best of it, so why shouldn't the clerks?

Last reports are that they will shortly lose two of their lady clerks, who will embark upon the matrimonial seas. We don't know for sure, but we are of the opinion that this was caused by the cooing, or whatever it is, of the sparrows.

Marietta

Baltimore and Ohio interests have again been placed on an individual standing at Marietta, Ohio. During the war period our business at that station was in the hands of the Pennsylvania Railroad under a unification of facilities, which has now been dissolved. Bert L. Waller, formerly our efficient representative in Marietta, has again been placed in charge of our own operation, which has been transferred back to our Freight house. With his usual vigor Mr. Waller has accomplished the reorganization in record time, and we are already handling a business in excess of that which we enjoyed at the time the unification was effected.

The Baltimore and Ohio has lost another faithful and loyal employe in the death of Agent E. A. Wright, Bethesda, Ohio. Mr. Wright had been in charge of this busy agency for a number of years, where he had the respect of the entire community. His passing is indeed a loss to those whom he served.



Division Accountant's Office, Cleveland
See Note

Cleveland Division

Correspondents

A. F. Becker, *Secretary to Superintendent*, Cleveland, Ohio

Amy A. Ford, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

We understand that Terminal Trainmaster Gensley's Secretary, Miss Edythe Stephenson, let the cat out of the bag. Of course you all know she is to be the happy bride of "Jack" Wenzel, formerly weighmaster at Cleveland.

On May 29, Arthur W. Gienke, ticket clerk at Cleveland Passenger Station, and Miss Evah Armentrout, were quietly married in Cleveland. They left on C. & B. boat for Buffalo, Niagara Falls and Toronto. The bridal chamber was especially arranged for them, through the compliments of the Cleveland & Buffalo Transit Company. We extend to Mr. Gienke and his bride our best wishes.

Picture, left, below, is a happy throng of Division Accountant's office at Cleveland. Reading from left to right: Miss M. Beggs, Frank Hert, Miss L. Beil, Miss L. Wesner, Robert Gymer, Miss M. Smith.

Clarence Rodenberger, yard clerk at Massillon, has returned to work after being off sick for five months. Glad to see you back, Clarence.

George Ackerman has returned to work after spending several weeks in the Southwest. He says he had a fine time among the mountains. Any moonshine out there, George?

"Red" Barner, fireman, made the remark one day, "The more I see that girl, the more I like her." No hope for you, "Red"; that disease is hard to cure.

Brakeman H. U. Brugh has taken a trip through the West, stopping at Chicago, Omaha, and then going to Denver, Colo., and Colorado Springs for his health. We hope for his rapid improvement.

Conductor "Jack" M. Dechant has moved from Massillon to Crystal Springs. He can now get his daily exercise on a small piece of ground, and can also help to fight and dethrone old H. C. L. A little girl arrived at his home in April. We can't make a brakeman out of her, "Jack," but we congratulate you, anyway.

Conductor C. E. George, of Dover, Ohio, was to have an operation performed in a Columbus hospital, but while there received news of the death of his mother. We extend our sincere sympathy.

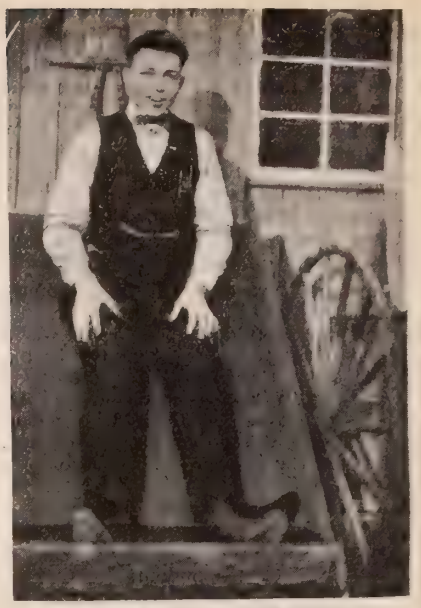
Yardmaster Benjamin Wilcoxen, Dover, Ohio, has been Acting Trainmaster during the absence of J. Fitzgerald, and has been successful in his new duties.

Brakeman Sherman Naylor and some young girl about his own age (51 years,) signed a life contract at Dover, Ohio, in May. You are a little late in starting, Sherman, but we wish you all kinds of success. Those cigars were pretty good, too.

Chicago Division

Correspondents

F. N. Shultz, *Division Operator*, Garrett, Ind.
Bertha Phelps, *Clerk*, South Chicago
Margaret Galloway, *Assistant Shop Clerk*, Garrett, Ind.
R. R. Jenkins, *Secretary, Y. M. C. A.*, Willard, Ohio
P. H. Carroll, *Signal Supervisor*, Garrett, Ind.



Clerk to Trainmaster at Massillon
W. E. Brugh, in his latest 1920 Model Ford

V. N. Dawson, division storekeeper, F. K. Moses, master mechanic, and E. H. Mattingly, joint general car foreman, attended the A. R. A. Convention at Atlantic City during the week of June 14.

"Dan" McNeil, of the Auditor's office, is wearing a smile that doesn't even fade since he became the proud papa of a twelve-pound boy. "Dan" says the first thing the young Democrat said was, "Say, 'pop,' whatd'ya think of 'Bill' Bryan's chances for President this time?" "Dan" hasn't answered yet.

W. E. Buckmaster, chief electrician at Lincoln Street, has returned from Wilmington, Del., where he was called on account of the serious illness of his father.

A pretty but quiet wedding was held on May 12, when F. J. Rosenberg, Jr., and Ruth Gillis were joined in wedlock at the Thorburn M. E. Church, Paulina and 64th Streets. The bride was attended by Miss Elsie Voss, and the groom by his brother, G. H. Rosenberg. After an elaborate wedding dinner Mr. and Mrs. Rosenberg left for Lake Wawasee, where they spent their



Brakeman W. L. Phillips
Champion lightweight boxer of Massillon

honeymoon. Mrs. Rosenberg is a popular young lady, being a member of a number of clubs, while Mr. Rosenberg, who is Roundhouse Foreman at Lincoln Street, is well liked by his associates. Mr. and Mrs. Rosenberg will be at home to their many friends at 7417 Eberhart Avenue after June 30. Their many friends join together in wishing them life-long happiness.

Information received at the office of the Master Mechanic: W. T. Kennedy and Miss Helen Smith, of the General Car Foreman's office, made a hurried trip to Albert Lea, Minn. Come on, "Bill," and tell us why you went to Minnesota when Crown Point is so near.

Cupid has been doing some accurate shooting of late. His last shot was at East Chicago, when Assistant Cashier Mabel E. Sterling became the bride of Mr. Robert Burell, of East Chicago. During her connection with us Miss Sterling was regarded as a competent and faithful employe, all that her name implies. Mr. Burell holds a responsible position with the Hubbard Steel Company. After their wedding trip, which included Cleveland, Detroit, Buffalo and other points of interest in the East, Mr. and Mrs. Burell will be at home to their friends in East Chicago.

E. H. Mattingly, joint general car foreman and his wife, were called to Baltimore recently on account of the death of Mr. Mattingly's grandmother.

The popular "Joe" Wagon, Pullman storekeeper, located at Lincoln Street, was transferred to the N. Y. C. R. R. The boys are sorry to lose "Joe."

His fellow employes extend their deepest sympathies to Machinist J. McCurdy, who lost his wife on June 4.

WANTED—To exchange a furlined overcoat for a one piece bathing suit. See M. W. in the Engineering Department.

Several of the young ladies around the Grand Central Station have been rigidly inquiring about and investigating Mormonism. Can any one help them out?

Ohio Division

Correspondent,
A. E. ERICH, Chillicothe, Ohio

The death of Engineer John B. Cadden, which occurred on June 8, came as a great shock to his many friends. Mr. Cadden had been relieved on that date for the purpose of attending the Safety Committee meeting, of which he was a member. He had been holding a turn on No. 12, and, as was his daily custom, had laid down for a few minutes in the morning, apparently in good health. At about 10.30 his wife tried to arouse him and then discovered he was unconscious. Medical aid was immediately summoned, but before any attention could be given, he entered his last long sleep, death being due to apoplexy. Mr. Cadden entered the service of the Baltimore and Ohio Railroad as Freight Fireman on September 1, 1881; he was promoted to Freight Engineer on February 11, 1885, and to Passenger Engineer June 8, 1909, in which capacity he served until his death. He had a large number of friends who extend to his family their deepest sympathy. The members of the Ohio Division Safety Committee also extend their condolence to Mrs. Cadden.

We are pleased to announce that Fireman Ray Rambo, who was operated on for appendicitis at the City Hospital, Chillicothe, is getting along nicely.

Owing to numerous complaints received recently from employes who are unable to secure the MAGAZINE, it has been decided to place them in the office at the Roundhouse, where they can be secured. Also a small number will be sent to other points about shops and to Car Department.

Ernest Gilmore is with us again as Steel



"$100 a Week, Nell!

Think What That Means To Us!"

"They've made me Superintendent—and doubled my salary! Now we can have the comforts and pleasures we've dreamed of—our own home, a maid for you, Nell, and no more worrying about the cost of living!

"The president called me in today and told me. He said he picked me for promotion three months ago when he learned I was studying at home with the International Correspondence Schools. Now my chance has come—and thanks to the I.C.S., I'm ready for it!"

Thousands of men now know the joy of happy, prosperous homes because they let the International Correspondence Schools prepare them in spare hours for bigger work and better pay.

Why don't *you* study some one thing and get ready for a real job, at a salary that will give *your* wife and children the things you would like them to have?

You can *do* it! Pick the position you want in the work you like best and the I.C.S. will prepare you for it right in your own home, in your spare time—you need not lose a day or a dollar from your present occupation.

Yes, you *can* do it! More than two million have done it in the last twenty-seven years. More than 100,000 are doing it right now. Without cost, without obligation, find out how you can join them. Mark and mail this coupon!

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BOX 8484-B, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, *before* which I mark X.

- ☐ LOCOMOTIVE ENGINEER
- ☐ Locomotive Fireman
- ☐ Traveling Engineer
- ☐ Traveling Fireman
- ☐ Air Brake Inspector
- ☐ Air Brake Repairman
- ☐ Round House Foreman
- ☐ Trainmen and Carmen
- ☐ Railway Conductor
- ☐ MECHANICAL ENGINEER
- ☐ Mechanical Draftsman
- ☐ Machine Shop Practice
- ☐ Toolmaker
- ☐ Boiler Maker or Designer
- ☐ Gas Engine Operating
- ☐ CIVIL ENGINEER
- ☐ Surveying and Mapping
- ☐ R. R. Constructing
- ☐ Bridge Engineer
- ☐ ARCHITECT
- ☐ Architectural Draftsman
- ☐ Ship Draftsman
- ☐ Contractor and Builder
- ☐ Structural Engineer
- ☐ Concrete Builder
- ☐ CHEMIST
- ☐ TRAFFIC MANAGER
- ☐ BOOKKEEPER
- ☐ R. R. Agency Accounting
- ☐ R. R. Gen'l Office Acc'ting
- ☐ Higher Accounting
- ☐ BUSINESS MANAGEMENT
- ☐ Private Secretary
- ☐ Stenographer and Typist
- ☐ Mathematics
- ☐ SALESMANSHIP
- ☐ ADVERTISING
- ☐ Railway Mail Clerk
- ☐ CIVIL SERVICE
- ☐ ELECTRICAL ENGINEER
- ☐ Electrician
- ☐ Electric Wiring
- ☐ Elec. Lighting & Railways
- ☐ Telegraph Engineer
- ☐ Telephone Work
- ☐ MINE FOREMAN OR ENG'R
- ☐ Stationary Engineer
- ☐ AUTOMOBILE OPERATING
- ☐ Auto Repairing
- ☐ Good English
- ☐ AGRICULTURE
- ☐ Poultry Raising
- ☐ Spanish
- ☐ French
- ☐ Italian

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Occupation & Employer _____ 7-26-10

Street and No. _____

City _____ State _____

Car Builder, after an absence of 12 years. Welcome!

Pearl Boyer is able to be on the job after being off duty for several weeks with a broken foot.

We are glad to announce that Supervisor "Pat" Clark of Washington Court House, who has been off duty on account of sickness, is reported as much improved at this time.

Griffin Wilson, cashier at Washington Court House, has resigned his position to accept a position in California. Good Luck "Griff!"

William Schreck, tonnage clerk, has resigned to accept employment in Columbus. We wish "Bill" success in his new position. Miss Mildred Curtis has been appointed in Mr. Schreck's place, and Ray Ortman is the "new" clerk, taking position vacated by Miss Curtis.

Effective June 1, J. E. Fahy was transferred to Assistant Superintendent at Cleveland. Mr. Fahy started his railroad career with the Pennsylvania Lines on September 10, 1885, as Operator. He came to the Baltimore and Ohio in 1888, as Operator; he was later promoted to Car Distributor, Chief Dispatcher, Trainmaster, Assistant Superintendent Transportation, and came to the Ohio Division on September 1, 1919, as Assistant Superintendent. We are sorry to see Mr. Fahy leave us, as during his short stay he made quite a number of friends on this division, all of whom wish him continued success.

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*

We understand that "Steve" Rogers, road foreman of engines, is contemplating joining some vaudeville circuit, as he has been hitting the larger cities only in the mid-west, such as Chicago, St. Louis and Cincinnati. "Steve" recently returned and his expressions were such as to indicate that he did not care to locate in Chicago or St. Louis, and would prefer to confine his traveling to the Indiana Division.

Glen Prall, formerly clerk at North Bend, Ohio, has bid in position of Third Trick Caller at Seymour, and is now calling the men out when sleep is best—in the early morn.

Harry Fink, caller at this point, has just returned from a visit through the West at such points as San Francisco, points of interest in Colorado and Utah. We understand that he had an enjoyable time.

E. W. Sargent, motive power timekeeper in Division Accountant's office, Seymour, has resigned to accept a position with a construction company at Dayton, Ohio. "Ernie" has the best wishes from his fellow employes in his new work at Dayton.

Russell J. Sanders is enjoying his vacation at this time. John McKay, Second Trick Operator, "JO," is relieving R. J.

President Willard and party made a trip over Indiana Division recently, going down the branch to Louisville for a stay of one night. Extra Passenger Engineer Walter Lemen, on engine 5113, piloted the Chief safely over out territory. Leave it to Walter!

Conductor Frank Cook, regular conductor on 90 and 97, also extra passenger conductor, has been off duty for sometime having an operation performed on one of his "lamps." We all hope for complete recovery.

G. V. Copeland, chief dispatcher, is a real sport. Instead of issuing cash for the fish he eats, he purchased a pole and reel, also some artificial bait. From recent reports he has had some real luck pulling the bass and crappies out of White River up around the dam at Rockford. To have the sport you have to stake something for it.

Toledo Division

Correspondent, I. E. Clayton, *Division Operator*

The offices of T. J. Daly, trainmaster, W. B. Kilgore, M. P. Hoban, road foremen of engines, and I. E. Clayton, division operator, have been moved from our Freight Depot to Union Station, Dayton.

We are glad to have the happy, smiling face of Edward Morrisey back after ten days' vacation spent in Chicago. "Ed" says the girls in Dayton are good-looking enough for him.

Division Freight Claim Agent H. E. Warburton is now located in our Freight Depot. We are glad to have Mr. Warburton and his staff of helpers lined up with us. "The more, the merrier."

Miss Margaret Kureth has entered the service at Toledo as stenographer to the Assistant Superintendent, J. W. Kelly. Watch your step, Miss Kureth, or the Magazine will have to make the announcement for you.

Misses Verna Wiehl, Veronica Dell and Esther Voight apparently find attractions in the small towns south of Toledo, as it is there that they spend nearly every Saturday afternoon and Sunday. Possibly the girls became alarmed when they discovered that there are 10 girls to every 8 boys in Toledo.

If Mlle. Dreamer would only write a few articles for the Magazine, then one would say that the time spent in dreaming was not mis-spent.

Wonder if Doctor Hutchinson's duties require him to prescribe remedies for sunburned shoulders and backs. On general principles the Doctor would be justified in doing this.

General Yardmaster Farling states that if he had his choice between a job as an umpire between two baseball teams of railroad employes and a machine gunner in the front line trenches, he would choose the military job.

Miss Verna Wiehl spent her vacation in California. She overlooked requesting transportation from Portland, Oregon, to Washington. A post card, dated June 15, reported that she was traveling via the "hobnail route," that the roads were not crowded, and that she was reducing in weight.

Wanted—One remedy that will positively cure a double chin.

Definition of "Wife" as shown in "Pat" Kelly's dictionary, revised 1920, is: "Storm and Strife"; "Ball and Chain."

Kentucky District

(S. V. & E. R. R.; L. F. R. R.; M. C. R. R.)

On the S. V. & E. R. R. and L. F. R. R., one year of successful dispatching of trains by selective ringing telephone equipment has just been completed. Previous to the installation of the selective ringing equipment on these roads, trains had been dispatched partly by telegraph and partly by magneto telephones of the bridging type. All parties concerned are very much pleased with the efficient operation of the new system. The operation of both roads is directed from the offices of the District Superintendent, H. R. Laughlin, at Jenkins, Kentucky.

A. W. White, formerly Track Supervisor on the S. V. & E. R. R., has recently been promoted to the position of Civil Engineer for the Kentucky district. Mr. White is a very efficient engineer. He was one of the corps of engineers employed by the S. V. & E. R. R. while the road was under construction, and is a graduate of one of the leading universities of Indiana.

George Dixon has recently been reappointed Trainmaster for the S. V. & E. R. R. and L. F. R. R. Mr. Dixon's many friends throughout the System will be pleased to learn of his good fortune; he has been in the employ of the Company for several years, many of which were spent in the Baltimore offices. During Federal control Mr. Dixon was temporarily dropped back to the position of Chief Clerk to Division Superintendent.

John Hamlet (not Prince of Denmark), formerly Bill Clerk in freight house at Jenkins, has had the good fortune to be promoted to the position of Agent, located at Van Lear station on the Millers Creek R. R. We haven't heard anything of those wedding bells yet.

We have with us, and have had for several months past, L. Y. Glessner, traveling auditor. Mr. Glessner's health has improved considerably since coming to the hills of "Old Kentucky;" he says that the climate, altitude and other things to be found in these hills are invigorating, to say the least.

The Matter with America

What's the matter with America, these days?

Too many diamonds and not enough alarm clocks.

Too many silk shirts and not enough blue flannel ones.

Too many pointed-toe shoes and not enough square-toed ones.

Too many serge suits and not enough overalls.

Too many decollete and not enough aprons.

Too many satin-upholstered limousines and not enough cows.

Too many consumers and not enough producers.

Too much oil stock and not enough savings accounts.

Too much envy of the results of hard work, and too little desire to emulate it.

Too many desiring short cuts to wealth and too few willing to pay the price.

Too much of the spirit of "get while the getting is good" and not enough old fashioned Christianity.

Too much class consciousness and too little common democracy and love of humanity. —*Exchange.*

Just 15 Minutes *a Day*



But it will mean a tremendous difference in their positions and earning power fifteen years from now.

HERE are two men of equal position and business income. Which of them represents you?

They read about the same number of hours each week. But one has no plan for his reading; at the end of the year he has little or nothing to show.

The other talks like a man who has traveled widely, though he has never been outside of the United States.

He knows something of Science, though he had to stop school at fifteen. He is at home with History, and the best biographies, and the really great dramas and essays. Older men like to talk to him because he has somehow gained the rare gift of thinking clearly and talking interestingly.

What's the secret of his mental growth? How can a man in a few minutes of pleasant reading each day gain so much?

Dr. Charles W. Eliot, from his lifetime of reading, study and teaching, forty years of it as president of Harvard University, has answered that question in a free booklet that you can have for the asking. In it are described the contents, plan and purpose of

Dr. Eliot's Five Foot Shelf of Books

The pleasant path to a liberal education

EVERY well-informed man and woman should at least know something about this famous library.

The free book tells about it—how Dr. Eliot has put into his Five Foot Shelf "the essentials of a liberal education", how he has so arranged it that even "fifteen minutes a day" is enough, how in pleasant moments of spare time, by using the reading courses Dr. Eliot has provided for you, you can get the knowledge of literature and life, the culture, the broad viewpoint that every University strives to give.

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Standard for over 75 years

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This is Mr. Charles Broll, one of the oldest engineers of the Baltimore and Ohio, who runs the famous "Royal Blue." Mr. Broll wears and swears by "true blue" Stifel's Indigo Cloth.



Since the time of the first railroads, strong, sturdy, fast-color, never-break-in-the-print Stifel's Indigo has been the popular garment cloth for railroad men. Before you buy

OVERALLS, COVERALLS, JUMPERS or UNIFORMS

look for this trade-mark on the back of the cloth inside the garment. It is the guarantee of the genuine Stifel's Indigo Cloth, which never has been successfully imitated. Garments sold by dealers everywhere. We are makers of the cloth only.

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PHILADELPHIA	1033 Chestnut St.	ST. LOUIS	604 Star Bldg.
BOSTON	31 Bedford St.	ST. PAUL	238 Endicott Bldg.
CHICAGO	223 W. Jackson Blvd.	TORONTO	14 Manchester Bldg.
SAN FRANCISCO	Postal Telegraph Bldg.	WINNIPEG	400 Hammond Bldg.
ST. JOSEPH, MO.	Saxton Bank Bldg.	MONTREAL	Room 508 Read Bldg.
VANCOUVER	506 Mercantile Bldg.		

Baltimore and Ohio Magazine



August 1920

This Picture and These Letters Tell Why Employes Are Glad They Bought Homes Through the Relief Department

Several communications that have recently reached us show in as many ways how the Relief Department has helped employes secure homes.

The picture is of O. M. Brooks, machinist, at Bridgeport, Ohio, and his family. Mr. Brooks was more than glad to send us a photograph of the home which he secured through the Relief Department and which has meant so much to him.

The other communication is from one of our veterans who is well known by the employes located in the General Offices at Baltimore. Mr. Haulenbeek contributes frequently to the newspapers and his monthly letters in the MAGAZINE are quaint, convincing bits of philosophy from a man who has passed the allotted three-score years and ten and still looks on every expression of life with the attitude of enthusiastic youth.



The first letter is typical of many communications the Relief Department receives, expressing gratitude to the Railroad for the easy and convenient way it enables employes to purchase property.

NEW CASTLE, PA., July 6, 1920.

Mr. W. J. DUDLEY,
Superintendent, Relief Department,
Baltimore, Md.

Dear Sir—

Yours of June 11, 1920, and of June 28, 1920, containing mortgages, fire insurance policies and abstract of title received, and I certainly thank you as Superintendent of the Relief Department for the many favors shown me and for the opportunity of becoming the owner of a home.

Very respectfully,
HALLETT H. McCOMBS,
Yard Conductor,
New Castle, Pa.

The following, sent by him to the Baltimore *Sun*, is worthy of thoughtful consideration.

Now, Start a Savings Bank Account

TO THE EDITOR OF THE SUN—*Sir:* And now that everybody in the railroad service will get more money, I hope that something will be done by men and women employes to put some of it away.

The "rainy day" is bound to come sooner or later, and it is vitally important that some of this extra money be deposited in bank for use at some future time when it may be sorely needed.

I have been through some rocky periods in my life; in my railroad experience I have seen the payday without a paymaster, or rather when the paymaster existed, but, as we say in handling attachment cases, he was without funds.

I wish I could take every man and woman into a savings bank the day the back pay comes and prevail upon them to save it. Save it!

I am perfectly willing to be designated as a tightwad in my continued advocacy of the saving habit. My summer home at Deer Park, on the top of the Allegheny Mountains in Maryland, is the result of carrying out the very thing I am urging, and summer and winter homes as well are possible to every railroad man and woman if they will heed this advice.

Don't be afraid to take this step; don't hesitate to step up to the savings bank desk under the heading "new accounts," and commence to save, and, commencing, keep at it, and see it grow.

Baltimore, July 21. GEORGE W. HAULENBEEK.

WRITE TO DIVISION "S," RELIEF DEPARTMENT
THE BALTIMORE AND OHIO RAILROAD COMPANY
BALTIMORE, MARYLAND

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Men with experience or trained as telegraphy operators have a decided advantage over the beginner and will be able to complete the course and qualify as a trained radio operator in about one-half the usual time required. This means more rapid advancement for you to the bigger positions paying better salaries.

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Few professions offer the opportunities found in Radio. Any young man with ambition and energy can soon be qualified for an exceptional position by taking our course in Wireless. Your first position will pay you the equivalent of $175 a month—$125 in salary, plus living expenses, which by a conservative estimate we place at $50 a month.

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No previous knowledge of wireless or electricity is necessary to take our course. Our course is easy and comprehensive, and with the help of our Natrometer, you can master Wireless in a marvelously short time. Right in your own home, the National Radio Institute way, in your spare time!

Travel Around the World Your Expenses Paid

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If you prefer to locate permanently at or near your own home, Wireless again offers the opportunity, for you may secure an equally attractive position at one of the many land stations, with Radio Companies, Steamship Companies, or Commercial houses.

Regardless of how big your desires and plans for your future, Wireless is always in the foreground, offering advantageous and attractive opportunities. Look into it and plan your life accordingly.

Get Your Instructions from Washington—Center of All National Wireless Activities

The National Radio Institute was established in 1914, and was the first in America to successfully teach Wireless by mail. It is established in the heart of national interests—in Washington, the home of the United States Shipping Board—centre of all official Wireless activities—and the home of the United States Department of Commerce (Radio Department) which passes upon every first grade government license granted in America, and also issues all permits to erect and operate radio stations.

Our location in the nation's capital, together with the high standing of our school and instructors, and our close communication with government officials connected with Wireless activities, naturally places us in the position of giving our students the very best instruction obtainable. We are also able to be of the utmost help in assisting them secure high type positions paying substantial salaries.

Special Privileges to National Radio Institute Students

Students of the National Radio Institute receive the following:

Complete combination course in Wireless Telegraphy and Telephony—
Special post-graduate course at our large Washington school, if desired—
Five text books, one hand book, forty-six special lessons and eighteen personal examinations—
Membership in the N. R. I. Radio Relay league and handsome blue and gold membership pin presented immediately upon enrollment—
Large handsome diploma suitable for framing—
Complete automatic Natrometer outfit and carrying case—
Personal help in securing wireless position and endorsement of Institute officials.

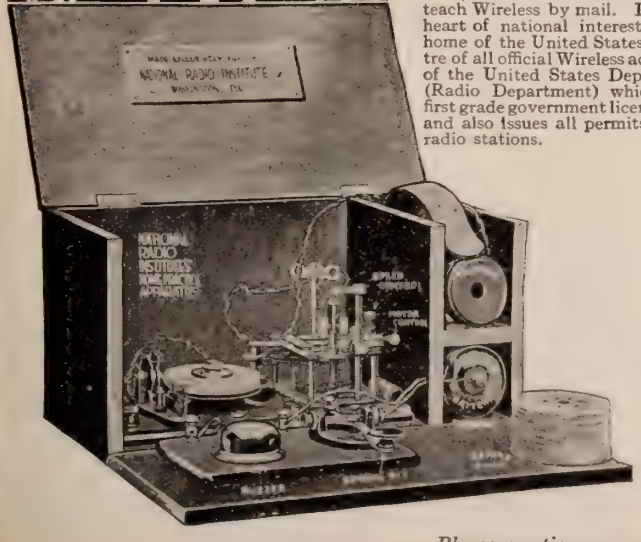
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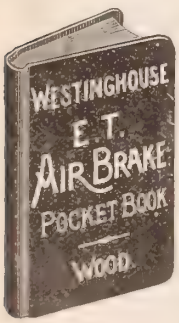
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Biblically Expressed

A prosperous dentist fixed the teeth of a young parson, an old schoolmate of his, and declined to accept more than a nominal fee, since his friend was struggling along on a very small salary.

In return for this favor, some time later, the minister gave the dentist a book. It was a disquisition on the Psalms, and on the fly-leaf the young clergyman had inscribed this appropriate greeting:

"And my mouth shall show forth thy praise."—Harper's *Magazine.*

North Shore Conductor—"Look here, what under heaven are you ringing the bell at both ends of the car for?"

O'Rafferty—"Sure, an' Oi want both inds av the car to stoph."

His Average Income

Mrs. Russell: "What is your husband's average income, Mrs. Harper?"

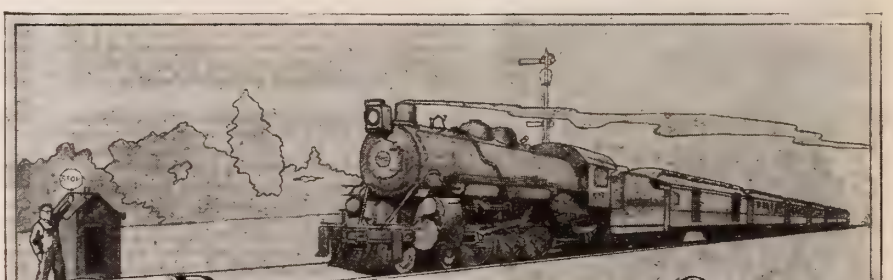
Mrs. Harper: "Oh, about midnight."—*Life.*

His Real Motive

As the crowded car jolted and swayed, the stout woman standing up lurched against a seated passenger, tearing his newspaper and knocking his hat over his eyes. Immediately he arose and offered her his seat.

"You are very kind, sir," she said panting for breath.

"Not at all, madam," he replied. "It isn't kindness, it's merely self-defense."—New Haven *Register.*



BALTIMORE & OHIO MAGAZINE

Volume 8 Baltimore, August, 1920 Number 4

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to promote community of interest and greater efficiency among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request

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Association of Railway Executives Sets New Standards for Operation and Maintenance

No group of men in the United States today knows better than the Association of Railway Executives the true railroad situation. No men realize more keenly the inadequate transportation service and the extraordinary difficulties in the way of its reestablishment on a satisfactory basis within the near future. And with full recognition of the fact that the economic prosperity and progress of the country are threatened with temporary impairment by the present inability of the carriers to handle efficiently the demands of shippers, they have responded with marked sagacity, broad vision and united effort to solve the problem at the earliest possible moment. The interests of the carriers, as individual properties, have been made secondary to the primary consideration of the transportation necessities of the country as a whole. Red tape has been cut and every effort has been made to cooperate with the government and the shippers to get maximum efficiency out of the present transportation machine.

In the last issue of the MAGAZINE, on this page, we told of the appointment of the Advisory Committee of Nine, with President Willard as Chairman, to deal during this emergency with plenary power in cooperation with the Interstate Commerce Commission and other railroad agencies in matters relating to transportation, maintenance and operation. Already, beneficial results of immense importance have resulted from this action.

Further action calculated to produce immediate and large improvement in the transportation situation is described in the following resolution passed by the Association of Railway Executives at their meeting in New York on July 15:

WHEREAS, It is apparent that the existing transportation facilities of the railroads in the United States, with particular reference to the cars and locomotives, are inadequate to handle the unusually large volume of business offered for movement in the country as a whole at the present time; and

WHEREAS, It will be impossible to overcome immediately this deficiency by increasing the number of cars and locomotives, and it is clear that prompt relief can be obtained only by a more intensive use of the existing facilities; and

WHEREAS, It is recognized that upon release of the carriers from Federal control, not only were the cars and locomotives in the country as a whole inadequate and in an impaired condition, but the distribution of cars as to ownership was such as to prevent the greatest efficiency in their use, and that since the termination of Federal control, constant interruptions due to disturbed labor conditions, which it is believed will cease with the announcement of the wage award, have seriously interfered with the movement of the traffic and the relocation of cars.

THEREFORE BE IT RESOLVED, By this Association, that all members thereof and all other common carriers, be urged to devote forthwith their utmost energy to the more intensive use of the existing equipment, and that, as a program to be followed in this connection, they should undertake to secure for the country as a whole:

(1) An average daily minimum movement of freight cars of not less than 30 miles per car per day;

(2) An average loading of 30 tons per car;

(3) Reduction of bad order cars to a maximum of 4 per cent. of total owned;

(4) An early and substantial reduction in the number of locomotives now unfit for service; and

(5) Should make more effective efforts to bring about the return of cars to the owner roads.

RESOLVED, That all railroad companies shall forward to the Advisory Committee or such agency as the latter may designate, reports that will enable a check to be kept currently of performance under this resolution, and the Advisory Committee shall arrange for comparative compilation of such reports and make distribution to the individual companies.

RESOLVED, That the Advisory Committee be instructed to acquaint the Interstate Commerce Commission with this action.

NOTE: While the car performance proposed has never before been attained, it is believed that such a performance is not impossible of attainment, if all and each will diligently apply themselves to that end, and if the full cooperation of the public can be secured.

What Baltimore and Ohio Men Are Going to Try to Do in Support of This Resolution to Increase Transportation Efficiency Will Be Found on Page 9 of This Issue.

Archibald Fries, Vice-President of Traffic and Commercial Development

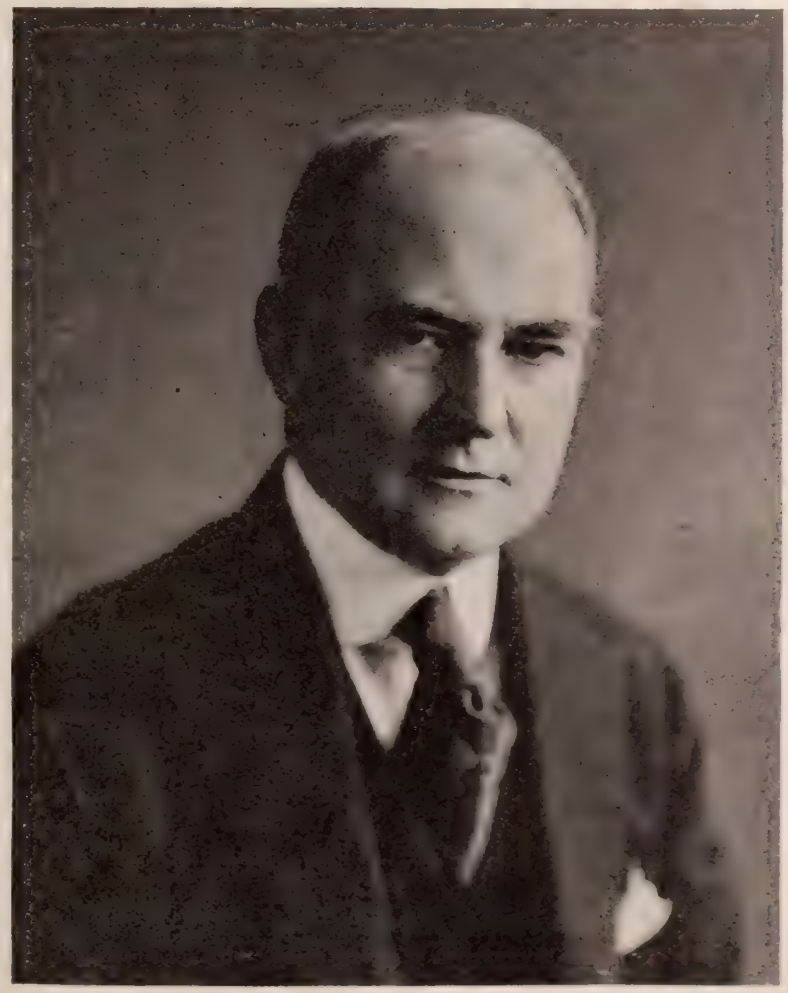
GETTING business for the Railroad today is a far different job from what it was ten years ago. As in other kinds of trade, on the railroads the question of salesmanship has become more and more a question of service. The *quid pro quo*—the "you scratch my back and I'll scratch yours" idea—which made the getting of orders for transportation largely a matter of lavish entertainment, of influence, of the affiliation of rail interests with trade interests dominated by the same control, has given way to a new kind of reciprocity. The shipper still says, "What will you give me in return for my business?" but the shadowy background of rebates and free transportation and other abuses has been cleared away, and out in the open stands the single and unequivocal answer, "Service."

Yet today that single word "Service" embraces in its meaning a chain of obligations never before contemplated. Progressive and broad-visioned railroad officers and employes hold transportation as the big brother of agriculture and the industries. They know right now that if coal cannot be delivered in unprecedentedly large quantities to the Northwest and New England before the Lakes freeze and the snow flies, it will mean intense economic—perhaps personal—suffering next winter in these sections. They know that the present shortage of cars is cutting the hard earned income of Silas Brown, wheat grower, of North Dakota. For Brown and thousands of his fellow tillers of the soil can't get their products to the best markets at the best time. They know that the vegetables and fruits wasted each year, if saved in tins or glass or cartons, would make a big cut in top-notch winter prices in city stores. It is their task to find out how the wheat fields, the truck farms, the coal mines, the orchards, the stock ranches, can be brought nearer, in effect, to the cities and export centers. It is their job to show the way in solving these important economic and social questions. It is their privilege—certainly on the Baltimore and Ohio—to prove the truth of President Willard's ideal and injunction that we of the Railroad should be a good neighbor to the people and communities served by our lines.

So, the railroads have caught the new vision of service. The traffic solicitor is no longer merely a smooth talker, an eloquent promiser, an expert rate man or an industrious salesman. He may be all of these and yet fail to measure up to the finest conception of his calling. But add a real desire to place a car for the shipper when he wants it and to stay by it in emergencies until it is moving to destination; add a willingness to help the shipper find a more profitable market for his product or cheaper raw materials for his plant; add a perception of the great economic value of the return haul for his railroad and, generally, a comprehension of how cooperation among all shippers and between them and the railroads will eliminate wastes and increase prosperity—add all these things and you have an ideal traffic man

Growing up on the Baltimore and Ohio during the years that these new ideas were taking shape, in fact, by his long service, the ground he has covered, the positions filled, and the responsibilities handled, being part and parcel of them, is Archibald Fries, vice-president of Traffic and Commercial Development.

Mr. Fries was born in Cincinnati, Ohio, on February 27, 1864. He attended the grade and high schools of that city and later supplemented his education with a special college course.



Archibald Fries, Vice-President of Traffic and Commercial Development

When he started work as an entry clerk at Storrs Transfer Station at Cincinnati in October, 1882, the Baltimore and Ohio did not reach from the Atlantic Ocean to the Mississippi River as it does now. What is today the Baltimore and Ohio Southwestern line from Parkersburg to St. Louis was the Marietta and Cincinnati from Parkersburg to Cincinnati and the Ohio and Mississippi Railroad from Cincinnati to St. Louis. In fact it was only a year or two before he began railroading on the old Ohio and Mississippi that this line had been changed from the old gauge width of six feet to the present standard gauge of four feet eight and one-half inches.

Storrs Station was one of the busiest transfer points in the Middle West, trains on the Ohio and Mississippi,

the Marietta and Cincinnati, and the Cincinnati, Hamilton and Dayton railroads meeting there. Hence Mr. Fries' first job at this point put him in intimate touch with the perplexities of terminal operation, that phase of railroading which has, as the years have rolled by, assumed a greater and greater importance in the science of transportation. His young manhood was spent in close association with switchmen, trackmen, engineers, firemen and all other classes of employes who are brought together at a big terminal transfer point, and as he moved up the line from entry clerk, to yard clerk, to bill clerk, to chief clerk, and then to cashier at Storrs Station, from 1882 to 1890, he got a first hand knowledge of terminal operation which has been of great value to him in his chosen work in the Traffic Department.

When the Ohio and Marietta Railroad and the Cincinnati, Washington and Baltimore Railroad (the successor to the Marietta and Cincinnati) were united and called the Baltimore and Ohio Southwestern, the Continental Fast Freight Line, operating over its tracks, had as its general manager S. T. McLaughlin, now assistant freight traffic manager at Cincinnati. He had known Mr. Fries as chief clerk at Storrs Station and offered him the position of chief rate and claim clerk in his office. Peculiar and unfortunate conditions made the job an unusually tough nut for the newcomer to crack, but, after hammering it hard night and day for a number of months, he got the tangle straightened out, with the result that the Continental Line office was held up as a model general office.

Promotions to accountant, chief clerk and acting manager soon followed, and when the Continental Fast Freight Line and the Fast Freight Dispatch were consolidated in 1894, Mr. Fries became chief clerk to the general manager, Thomas H. Noonan.

Two years afterward he returned to the general freight office of the Southwestern in Cincinnati as chief clerk to Mr. McLaughlin, then general freight agent. He was later made general agent of the Baltimore and Ohio Southwestern at Cincinnati and after three months in that position was made assistant general freight agent there. With the taking over of the Cincinnati, Hamilton and Dayton by the Baltimore and Ohio his jurisdiction was extended over that line also.

During his long apprenticeship in the general freight office, Mr. Fries was a member of the Central Freight Association and took an active part in framing rate legislation during that rather stormy period of railroad history when volume of tonnage rather than revenue seemed to be the goal most desired. He was twice asked to serve as representative of the Pennsylvania and New York Central Railroads on the Uniform Classification Committee and was also offered membership on the Public Service Commission of Ohio. His belief in the future of the Baltimore and Ohio and in his opportunity with it caused him to decline these attractive offers, and with good reason.

For when the position of general freight agent at Pittsburgh, the senior freight agency of the Railroad, with jurisdiction from Cumberland west through Pittsburgh to and including Chicago, was made vacant during the closing days of 1912, Mr. Fries was pleasantly surprised with the following laconic telegram from Baltimore: "Report for duty general freight agent Pittsburgh January 1." He had only 24 hours to make the change but he was on duty at his new desk bright and early that morning.

On October 21, 1916, he was made freight traffic manager of the Baltimore and Ohio Eastern Lines, with headquarters at Baltimore, and on January 1, 1918, his jurisdiction was extended over the entire System.

With the coming of Federal control on December 28, 1917, he was made traffic manager over the freight and passenger traffic of the Baltimore and Ohio Eastern Lines, Western Maryland, Cumberland Valley, Coal and Coke, Cumberland and Pennsylvania and Morgantown and Kingwood Railroads, Wheeling Terminal Railroad and that part of the Philadelphia and Reading Railway south of Harrisburg, all of these roads being located in the Allegheny Region.

It will be remembered that one of the greatest problems facing the country during this period of enormous transportation activity in connection with the shipment of war supplies was the congestion of the ports on the Eastern seaboard. Mr. Fries was one of six railroad officials given membership in the Eastern Freight Traffic Committee and it was their task to reduce this congestion and to open up the seaports from Boston to Newport, inclusive, for a free flow of traffic. The work of the committee was well and expeditiously done and it was not long before food and clothing and war supplies were reaching the seaboard as fast as vessel tonnage could handle them. The system of permits which they evolved proved to be the satisfactory solution for the congested conditions which had almost paralyzed traffic to the eastern ports.

Shortly before the proposed return of the railroads to corporate control on January 1, of this year, the services of Mr. Fries were again secured by the Baltimore and Ohio Railroad Company. He was made general traffic manager and given the task of reorganizing the Traffic Department. On February 25, following, he was elected vice-president in charge of Traffic and Commercial Development.

The opportunity of filling so many positions, of greater or less importance and over so wide a stretch of territory on the Baltimore and Ohio, which Mr. Fries has had, is given to few men. The result is that there is scarcely a transfer, siding or team track on the Railroad that he does not know. And it is perhaps this knowledge, coupled with his youthful intimate experience with employes of the Operating Department—the yard clerks, switchmen, trainmen, etc.—that has counted much for his success. For, not many years ago, but on *many* railroads, the unpleasant condition of operating and traffic men clashing in their efforts to achieve the same end of service to the shipper, was common. Knowing from his early youth the difficulties which the Operating Department at all times faces, Mr. Fries has never asked for the impossible, has never failed to give his cooperation, in patience and helpful effort. And his own attitude in this respect has done what cordial, considerate relations with another department will always do—greased the wheels of transportation whereever his jurisdiction extended, with resultant benefit to shippers and to all departments of the Railroad. Furthermore, he has managed to enthuse the men working with and subordinate to him with the same ideals of cooperation, with unusually harmonious and satisfactory results.

During the recent strike of the miners and, later, the switchmen's strike, our Traffic Department stopped solicitation and to a man jumped in to help the Operating Department. Rate men became switchmen, clerks dropped their pens and pencils and picked up brake sticks, solicitors quit pounding pavements to handle coal shovels, and the Traffic Department in general bent every effort to facilitate the loading, movement and unloading of cars.

Mr. Fries was recently asked if the Traffic Department could cooperate to help the Operating Department increase its car miles per day.

"By all means, we can," he said. "We are all working toward the same

end of making the Baltimore and Ohio a more efficient transportation machine and giving our customers the best possible service. There are many ways in which we traffic people can help. We can educate the shippers to quicker loading and unloading, to a heavier loading of cars and a greater movement, wherever possible, of carload freight. Our principal stations are even now being carefully watched by our traffic men, and shippers are being urged to cooperate in keeping cars moving in every possible way.

"With the return to corporate control a new responsibility devolved upon railroad management—that of proving for all time the fallacy of a method of operating our railroads, practically tantamount to government ownership. After a service record with the Company of 38 years, I am confident that the Baltimore and Ohio, with its present progressive and far-seeing leadership, will be one of the first railroads to prove the efficiency and desirability of private ownership and management."

Though a veteran in years of service, Mr. Fries makes an unusually strong appeal to young men. He looks young, talks young and acts young. Years of active indulgence in water sports of all descriptions on the Ohio River, when he was located at Cincinnati, laid the foundation of the rugged constitution which he still keeps in shape by living as much out-of-doors as he can, especially through his devotion to golf.

In his office there is a kindly greeting for anyone whose business is calculated to help the Baltimore and Ohio. And for new ideas he confesses a weakness, provided only they come well recommended. He is a man of fine independence of thought and action, respectful of authority and reputable opinion but not subservient to any dictum with which he cannot honestly agree.

It has been noticed and remarked by his fellow workers and subordinates that he is an unusually appreciative man. Efforts in his department to play the game hard and well do not go by unheeded. Perhaps he recalls the uphill road he has traveled and remembers how a smile, a handshake, a word of congratulation or a pat on the shoulder would have made the climb so much easier and more pleasant. And now-a-days he doesn't forget.

Many of us who see the enormous responsibilities carried by railroad officials wonder how they stand the resulting mental and physical strain. Mr. Fries learned the secret when, almost 30 years ago, he jumped in to untangle a nasty situation that had developed with a new position given him. He worked and worried and won. Then, recasting the whole situation in his mind, he found out an invaluable lesson. For since then and now, at desk or on line, he cuts out his own unnecessary overhead expense. As he tersely puts it, "I don't worry."

"Increase Car Miles," the Slogan of the Railroads

Backing President Willard as Chairman of Advisory Committee of Nine, Baltimore and Ohio Sets Out to be Pacemaker

SOME time before the Association of Railway Executives, on July 15, set 30 miles as the average car miles per day as a standard for all railroads in the United States to reach within the next few months, our own operating officials had inaugurated an intensive movement looking to the same results. They recognized the impossibility of handling satisfactorily the business of the country with the present inadequate car supply, unless car miles per day were sharply increased.

In the April issue of the MAGAZINE there was an interesting and instructive article by S. Ennes, general manager, Eastern Lines, outlining a competitive car miles per day campaign on a basis similar to the No-Accident campaign held last year. His illuminating statements in regard to the increased car supply which could be made effective on the Baltimore and Ohio by a greater average movement of cars was supplemented by a similar article by W. G. Curren, general superintendent of transportation, in the May issue of the MAGAZINE. Unfortunately, labor conditions made an intensive prosecution of the campaign impracticable at that time.

Now comes the official statement of July 15 from the Association of Railway Executives to the effect that all of the railroads will immediately begin an intensive effort to relieve car shortage and help handle pressing traffic needs by endeavoring to reach as soon as possible an average of 30 miles per car per day for the railroads as a whole.

Men who study railroad operating efficiency realize the supreme importance of this factor. Like the life-giving blood stream of the human body in its relation to the health of the individual, the life-giving stream of transportation, the average of car miles, when it becomes sluggish, devitalizes and makes inefficient the whole machine.

It will interest our readers to know that there is a marked disparity in the factor of car miles per day on many of the railroads in the United States. While the Baltimore and Ohio was making a record for the month of May of only 26.2 miles per car per day, other railroads were making a greater average car miles per day. The difference, however, lies not nearly so much in relative operating efficiency as it does in other factors.

The Baltimore and Ohio is one of the greatest originating lines; viz. it begins the transportation from point of origin of a large percentage of the total traffic it handles. This means initial loading delays totally out of proportion to those sustained by other railroads. Again, the Baltimore and Ohio's operating problem, particularly through the mountainous Alleghenies, is a factor, the like of which some other roads do not have to consider.

Delivery delays, however, caused by our service to the large industrial centers, with reconsignment privileges and an enormous amount of terminal switching, are the principal factors in holding down our average car miles.

Generally speaking, the roads which traverse the great plains of the West and Southwest, with their long level hauls, and which do not have much business to originate on their lines, are in the best positions and make the best records on car miles per day.

Naturally, however, when the findings are made as to the accomplishments of the railroads in what has now become practically an inter-railroad drive to increase car miles per day, the grading will be done on a percentage basis. And the Baltimore

New Castle Division

E.A.P.
Unable to anticipate NC divn. can be counted on to do share.
D.F.S.

Newark Division

E.A.P.
Our standard is 30 miles per day and this will do September.
S.U.H.

Cleveland Division

E.A.P.
Anticipate our car mileage September daily average 25 to 27 miles.
H.B.G.

Chicago Division

E.A.P.
If lines east movement out Willard normal September will average 39.
E.W.H.

Northwest District

R.N.B.
Making special effort increase car miles so that September will reach standard Northwest District 35.
E.A.P.

WESTERN LINES

C.W.G.
STANDARD SET FOR WESTERN LINES IN AVERAGE MILES PER CAR PER DAY IS 35 WITH CONDITIONS FAVORABLE WE EXPECT MAKE AN AVERAGE OF AT LEAST 33 MILES DURING SEPT. AND EVERY EFFORT WILL BE PUT FORTH TO ACCOMPLISH THIS B62
R.N.B.

Ohio Division

F.B.M.
We have established a minimum of 65 miles per car per day for September.
R.W.B.

Indiana Division

F.B.M.
September we should beat any previous record made this divn and set mark at 33.
A.A.I.

Illinois Division

F.B.M.
Average car miles per day September will be 32 or better.
C.G.S.

Toledo Division

F.B.M.
Try make average 30 miles per car per day September.
R.B.M.

Southwest District

R.N.B.
With special drive being made figure for September will show Southwest District 40.
F.B.M.

Ohio River Division

J.M.S.
September average 38.5 miles per car per day.
J.W.R.

Wheeling Division

J.M.S.
A-199, Whg divn 18.1
E.V.S.

Monongah Division

J.M.S.
Expect to make 17 miles Sept. with view of reaching 18.
C.W.V.

Charleston Division

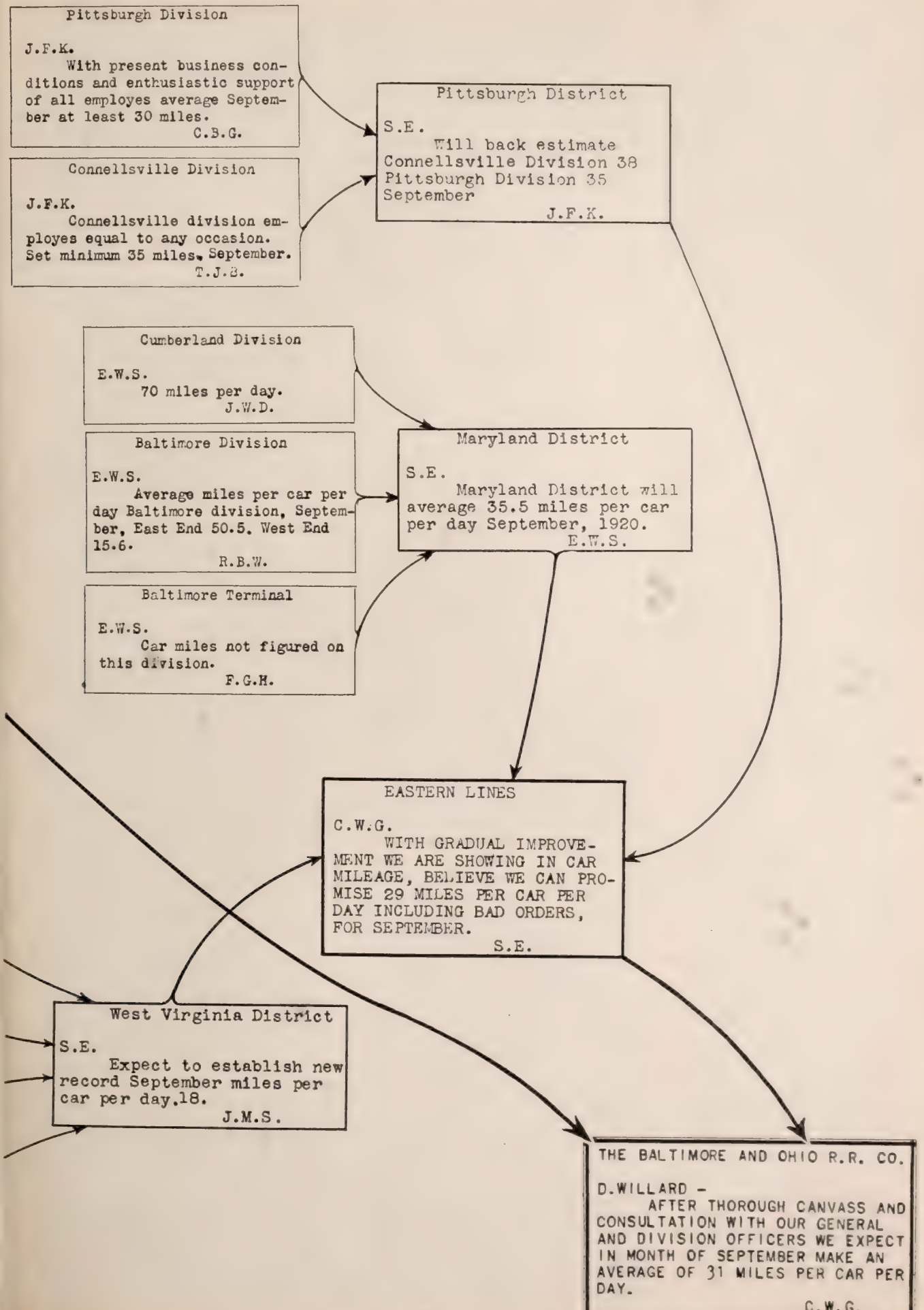
J.M.S.
Set our mark September car miles at 18. Every man Charleston Div interested and will do all possible to better this figure.
W.T.

Here's the Message that Started It

TELEGRAM BE BRIEF

RNB-Cinti 7-23-20
SE-Balto

It is desired each Divn Supt send each Genl Supt telegram showing briefly as possible what they expect do in number miles per car per day their respective divisions for month September When received by Genl Supt to be forwarded to this office The Genl Supts will send similar message on what they expect to do their districts to Genl Manager These messages also to be forwarded here and Genl Managers will each send message to me as to what they expect to do on their respective territories, all of which will be reproduced in Magazine C W G


Pittsburgh Division
J.F.K.
With present business conditions and enthusiastic support of all employes average September at least 30 miles.
C.B.G.
Connellsville Division
J.F.K.
Connellsville division employes equal to any occasion. Set minimum 35 miles, September.
T.J.B.
Pittsburgh District
S.E.
Will back estimate Connellsville Division 38 Pittsburgh Division 35 September
J.F.K.
Cumberland Division
E.W.S.
70 miles per day.
J.W.D.
Baltimore Division
E.W.S.
Average miles per car per day Baltimore division, September, East End 50.5. West End 15.6.
R.B.W.
Maryland District
S.E.
Maryland District will average 35.5 miles per car per day September, 1920.
E.W.S.
Baltimore Terminal
E.W.S.
Car miles not figured on this division.
F.G.H.
EASTERN LINES
C.W.G.
WITH GRADUAL IMPROVEMENT WE ARE SHOWING IN CAR MILEAGE, BELIEVE WE CAN PROMISE 29 MILES PER CAR PER DAY INCLUDING BAD ORDERS, FOR SEPTEMBER.
S.E.
West Virginia District
S.E.
Expect to establish new record September miles per car per day.18.
J.M.S.
THE BALTIMORE AND OHIO R.R. CO.
D.WILLARD -
AFTER THOROUGH CANVASS AND CONSULTATION WITH OUR GENERAL AND DIVISION OFFICERS WE EXPECT IN MONTH OF SEPTEMBER MAKE AN AVERAGE OF 31 MILES PER CAR PER DAY.
C.W.G.

and Ohio therefore starts, in this respect at least, on an equal footing with other systems. Six months from now, when results are tabulated, there will be a number of railroads with a considerably larger average of car miles per day than ours—and others will show smaller averages—but if our percentage increase ranks high in the list, it will be a matter of pride to every Baltimore and Ohio man who will have had a part in it.

Thus far this year the Baltimore and Ohio System has made the following average monthly car miles per day:

January	24.3
February	24.5
March	26.8
April	20.0
May	26.2
June	22.3
July	27.5

The marked recessions in the months of April and June were largely the result of the labor troubles then obtaining. All of which proves that if we are not working together we cannot get results.

During these months the Western Lines had a slightly better record for January, February, March and June than did the Eastern Lines, while the situation was reversed for April, May and July. This indicates possibilities of an interesting competition between the two main operating units of our System, not only from a percentage increase standpoint, but also from the actual record standpoint. We understand, also, that with the intensive renewal of this drive, a prize interdivisional competition will be started on both the Eastern and Western Lines.

In March, 1912, the entire Baltimore and Ohio System made 31.9 miles average per car per day, the outstanding best record in this respect in our history. With this as an indication of what has been done, we ought to be contented to do nothing less. A united effort should certainly realize the 30 miles per car per day average mark which has been set for us to reach.

In his address at the Veterans' meeting at Edgewood Park, Somerset, on July 29, as elsewhere reported in detail in this issue, Mr. Galloway said that because of the fact that Mr. Willard had been appointed as the chairman of the Advisory Committee of Nine of the Association of Railway Executives, a signal honor to him and to the Baltimore and Ohio, there should be no doubt about our being willing and able to measure up to the standards proposed by this committee; further, that it should be our purpose and practice to keep the other railroads working hard to keep pace with us.

With this idea in mind, Mr. Galloway sent to the general managers of Lines East and Lines West, the telegram which is reproduced on the second page preceding, and with the results shown in diagramatic form on the two preceding pages.

It may seem early in the game to promise for the month of September such a handsome increase as Mr. Galloway has indicated in his message to President Willard. But our operating vice-president believes in Baltimore and Ohio men and in their willingness to go the limit to put the Railroad in the front rank in operating efficiency—and he has grown up with and among them and knows thoroughly the human material which in the rank and file will be responsible for whatever results are obtained.

More important than any other operating campaign in which we have been engaged—always excepting the Safety efforts for the saving of human life—more of a test for us as Baltimore and Ohio men and capable railroaders, is this campaign. It will show how strongly and ably we are willing to back President Willard, not only as chief executive of our Company, but also in his capacity of chairman of the Advisory Committee of Nine.

Ignoring a Prophet

By H. Irving Martin
Relief Department

THE modern craze for ouija boards is but another proof that man by nature is inherently superstitious, that he can be led to give partial or full belief to almost any plausible short cut into the future. The appeals to oracles, sibyls, soothsayers, witches, fortune tellers, through the ages, serve to demonstrate that mankind is gullible.

In another class from the soothsayers we put the prophet whose reading of "the signs of the times" causes him to utter predictions which do not please his hearers, as the great majority seek only for favorable omens. Prophets find little favor when their predictions become warnings. "The Handwriting on the Wall" was shown to eyes unwilling to believe the evidence forced upon them.

The prophet thus becomes without honor in his own country.

America has had many political prophets but most of their predictions of national disaster have been proved to lack foundation. A superabundance of political prophets has caused us to disregard the warnings of students of national problems whose admonitions were based upon sound economic principles. Let us consider what would be the present condition of our railroads had the warnings of America's greatest railroad builder been heeded during the decade between 1910 and 1920.

Had a copy of "Highways of Progress," written by James J. Hill in 1910, been in the possession of every legislator, every state railroad commissioner, and had Mr. Hill's arguments and prophecies been given proper consideration and thought, the railways of America would have been granted freight rates sufficient to finance improvements and equipment imperatively needed to handle the traffic of growing America.

The needs of the railways became acute during the World War, they were the excuse for government control, they exist now and will never be cured unless the railroads are permitted to expand by the aid of adequate rates.

Had the "billion a year" for new equipment and terminal development, which Mr. Hill said was absolutely necessary that the railroads might prepare for the growth in traffic, been spent, we would now hear little of embargoes, congestions at terminals, and lack of motive power.

The writer does not feel that he can improve or add to the language of Mr. Hill; therefore, he asks consideration at this time for some of Mr. Hill's own words. Let us throw off our nearsightedness and accept Mr. Hill's message. He said:

Our Country

Nations, like men, are travelers. Each one of them moves, through history, toward what we call progress and a new life or toward decay and death. As it is the first concern of every man to know that he is achieving something, advancing in material wealth, industrial power . . . . so it is vital to a nation to know that its years are milestones along the way of progress. . . . . To erect here and there, along the road the nation travels, certain signboards where the roads diverge and mark them "Highways of Progress." . . . .

The highest conception of a nation is that of a trustee for posterity. The savage is content with wresting from nature the simple necessaries of life. But the modern idea of duty is conservation of the old and modelling of

the new in order that posterity may have a fairer dwelling place. . . . . The problem of the future material condition of our country, of an inventory of its assets and liabilities, of the inevitable demands upon its resources and the careful adjustments by which alone they may be preserved, has thus far been a subject for little more than a passing thought. National security calls for a just accounting of the business affairs of this great nation.

Let us try to cast our minds 20 or 25 years ahead and see what will then be our condition. . . . As the prudent man, about settling himself in life, sums up his possessions, his opportunities for earning income and the demands upon him of a family to be fairly cared for and left in a position to begin the world at least as advantageously as he did himself, so the people of the United States should know with reasonable exactness just where we must stand half a century from now. . . . . It is highly probable that . . . . the population of the United States in the near future will show these totals:

Population in 1920, 117,000,000.
Population in 1930, 142,000,000.
Population in 1940, 170,000,000.
Population in 1950, 204,000,000.

These figures announce the magnitude of our problem. It is not even a problem of tomorrow, but of today. . . .

The country needs more workers on the soil. Not to turn the stranger away, but to direct him to the farm instead of to the city—this is the necessary task of . . . . an intelligent patriotism. . . . .

No nation in history was ever confronted with a sterner question than this certain prospect sets before us. What are we to do with our brother, whose keeper we are? How are we to provide our own children with shelter and their daily bread? . . . .

The two great resources of the under earth, economically speaking, that are indispensable to human comfort and growth, are coal and iron. Our inheritance of these was princely. The most wonderful achievement of this age is the incredible activity with which we are exhausting them. . . . . Only one-half of the land in private ownership is now tilled. That tillage does not produce one-half of what the land might be made to yield, without losing an atom of its fertility. Yet the waste of our treasure has proceeded so far that the actual value of the soil for productive purposes has already deteriorated more than it should have done in five centuries of use. . . . . If the earth, the mother of humanity, is to 'wear out,' what is to become of the race? The fact is that soils, properly treated, maintain their productiveness indefinitely under cultivation. . . . . The productive capacity of the soil must be sustained at its highest point or the world will suffer want. . . . . The people have neglected the preservation of the soil. They take away all and give nothing back. . . . .

The country is approaching the inevitable advent of a population of two hundred millions within the lifetime of those now grown to man's estate, with a potential food supply that *falls* as the draft upon it *increases*. How are these people to be fed? . . . . If I could have my way I would take five million or six million dollars a year and start at least one thousand agricultural schools in the United States, at $5,000 a year each, in the shape of model farms. . . . . This farm would furnish to all its neighborhood a working model for common instruction.

Our Railroads

When the History of Transportation is written it will be equivalent to a History of Civilization. . . . . The railroad has outrun the settler and beckoned him on; has opened up new territory, brought in population, created new industries and new wealth. It has served not as a mere connecting link between communities but as a creative energy to bring them into existence. . . . . While the railways of the United States may have mistakes to answer for, they have created the most effective, useful and by far the cheapest system of land transportation in the world. This has been accomplished with very little legislative aid, and against an immense volume of opposition and interference growing out of ignorance and misunderstanding. . . . . The final product must be a number of strong systems, each competent to give to the people of the territory served by it the best service, and all competing against one another for the better development of the areas served by them. Each railroad system can prosper only by increasing its traffic. It can do this only by increasing the number of its customers and increasing the volume of their business. . . . .

The immense transportation system of the United States has grown to about 40 per cent. of the mileage of the whole world. Its rise has been at every point the index of all our boasted national development. . . . . Every item of material growth means more work for the railway, since almost everything that ministers to human comfort must be moved for a longer or shorter distance on the railway. . . . . More miles of track, more equipment must be provided. . . . . Each cog in the big railway machine, each mile of track, each engine and each car must be made to do more work. . . . . The public, on its side, has done very little toward providing increased facilities for loading and unloading. In some cases it actually lessens them by unnecessary and time-consuming restrictions. Congestion rules in most of the great traffic centers of the country. The national transportation system as compared with the work assigned to it will grow more and more inadequate. What can be done? . . . .

This can be cured only by great and continuous investment in railway construction; by enlarging terminals, double-tracking and four-tracking lines most heavily used, building new feeders from territory recently developed, and in all ways keeping open the channels through which courses the life-blood of the nation. It can be done only by a hearty coalition between the public and the stored capital of the world; all available means being none too great for the purpose. It will be done only when there is the same inducement to such investment, the same assurance of fair treatment under the law and the same freedom to earn an honest and even a generous return upon capital that is granted in any other form of enterprise. . . . . Give the railroads a square deal and allow them to earn a fair return on their value. . . . .

It is time for the country to sober down and think out the issues before it. They are serious enough to demand the most earnest effort. They are vital enough to elicit the most generous patriotism. This country has become the most prosperous in the world, not by any magic of legislation, but by the cooperation of all its people in the development of natural resources more abundant than were ever before placed at the command of any people. Constructive statesmanship must now reestablish and confirm disturbed relations between the activities engaged in the production of national wealth. A hearty union of all interests, a broad and genuine understanding and a deliberate, honest and tolerant attitude on the part of the people will do most to promote success in industry and sanity and permanence in the nation.

Car Mile Rhyme

Tom, Tom, the piper's son,
Loaded cars and made them run,
He sent them east and sent them west;
Of all good records, his was best.

Murphy Burns the Beans

By Frank Kavanaugh

MURPHY stuck to the job as train dispatcher of the Obispo Railway until all but the last locomotive had been wrecked and junked by the rebels, and his sole duty was to deliver each day an order to the crew of the one train to the effect that "Engine 12 will run to San Sebastian regardless, etc." There being no other trains on the road and no other engines to handle them, and no other crews, had there been motive power, the order was easily obeyed. But one day the rebels, or the rebels against the rebels, caught the 12-spot at a point some 20 kilometers from San Sebastian, robbed the engineer of a real pair of shoes and a shirt Murphy had willed him, and ended the career of the 12 by letting it run wild down a grade, at the bottom of which was a sharp curve. The old locomotive failed to hold the rails at the curve and ended her days of usefulness at the bottom of a 90-foot canyon. When the operator nearest the point of the "accident" told the tale to Murphy over the wires, the latter, recollecting his days on the Associated Press wire, replied "OK 30." Then he buckled what gold he had in his belt around his waist, tied an extra pair of shoes to a clean shirt and started on the trek toward the Rio Grande—and God's country.

Railroad transportation was, to quote Murphy, "shot all to pieces." Hand-cars were plentifully strung along the right-of-way, however, and Murphy utilized them when walking was bad. Slowly he was extracting the remains of his gold to pay natives for the elbow grease they used in pumping the hand-cars, when he reached Horcacitis. From there on north transportation was spasmodic and Murphy felt assured he could ride somehow.

To his surprise, Murphy was welcomed into Horcacitis like a profiteer into Hades. The commandante wrung his hand and would have kissed the American had not Murphy saved him by sneezing at just the right time. Finally he was ushered into a clean room and a warm meal was served. A soldier was also stationed at the door. Murphy ate and changed shirts, presenting the sentry with the soiled garment. An hour after he was summoned into the presence of the commandante. There were a dozen or more gaily uniformed army officers present. Murphy was seated directly opposite one of the junior officers and was much amazed to read the legend upon his cap: "San Antonio Street Railways." Underneath the legend was the number: "2323." The commandante opened the conversation:

"Can you do us one great—" He hesitated and turned to the ex-street car man. American was too much for the old official. Number 2323 took up the conversation:

"The old ginny with the billy-goat wants you to help us out in a pinch. He was going to say 'Can you do us one great favor,' but he forgot all the words."

"If it will assist me in getting to Chihuahua and then to El Paso I'll do most anything," Murphy assured the assemblage. The 2323 officer interpreted.

"The commandante he say," explained the street car man, "that he want to send three cars frijoles (beans) to a part of his army a few kilometers north. There's some enemy mens between it and here. He say the enemy they be asleep tonight and you take an engine and run the cars of beans through the enemy mens and he see that you get to be general or corporal or whatever you want."

"I'd sooner be a private walking the street in El Paso," Murphy replied.

More conversation in Spanish.

"Commandante he say you go on and get beans through; he give you pass to El Paso all right, muy bueno."

Murphy realized that to the natives, all Americans were supposed to be experts in all branches of railroad operation. While he knew he could open and close the throttle of a locomotive, he was not well versed in running. But with an experienced fireman he thought he might bluff the matter through and thereby land several kilometers farther north on his route. At least it would beat riding a hand-car. So he merely nodded and said:

"If you will furnish me a fireman who knows his business I will do as you wish."

Dinner was served at sundown, after the American had slept through the afternoon. Half an hour later he climbed aboard the engine, to which was coupled two box cars. There was no caboose attached, but that did not surprise Murphy. He had seen many strange things in Mexican railroading and he was prepared for anything.

The fireman, a native, greeted Murphy with a friendly grin as the American climbed aboard, and one of the native officers waved a "high ball." Murphy pulled at the throttle and the train started. Before they were fairly out of the switching limits Murphy was giving the engine about as much speed as he thought safe, and then he looked things over.

Save for the fireman, he was alone on the train. It seemed foolhardy, but he was going north, at least. He thanked his stars that at one time he had held a job whose duties, besides that of telegraphing, had been to run a steam pump with which to fill a water tank. He recalled enough from this experience to work the injector and he amused himself by keeping the water at a higher point in the glass than that needed for safety.

It may have been an hour, and it may have been only 45 minutes that Murphy merrily piloted the bean train northward. He was mentally figuring what he would do when he reached the States. An experienced telegraph operator was always in demand, he knew, but he was mapping the country north of the Rio Grande to determine what part he would locate in, when the engine slackened speed. The throttle was still where he had set it. One look at the steam gauge told him the trouble. The gauge read 80 pounds, and while he watched it fell to 75, then to 70. He cut off the injector and turned to the fireman:

"You imp of Satan, you traducer of the holy shrine, you son of a pig, shovel in some coal!" he cried in the vernacular.

The fireboy said something and pointed first to the firebox door and then to the tender, which was more than half full of coal.

Murphy shut the engine down, slipped off his seat and looked in at the fire. What was "alive" burned with a dull glow. There was coal enough on but it did not seem to burn. He turned, picked up a chunk of coal and hit it with the coal pick. The dent he made in the chunk showed white. He touched the tip of his tongue to it.

"Salt! By all that's holy! What sort of a game are those fellows trying to play on me?"

Then Murphy remembered the salt deposits around Horcacitis. The natives had played it well. They had filled the coal bin of the tank with salt blocks and covered them with enough coal to last possibly an hour.

He had stopped the engine on the top of a grade. He turned the air

brake handle to "release" and a shudder ran through the locomotive. Slowly it began to head down the grade. Not knowing the length of the grade he motioned the fireman to the cars to set the brakes if the speed became excessive.

For ten minutes the bean cars and the engine coasted. Then it slowly ceased moving, ran back a little ways and stood still. The fireman climbed over the salt-coal and down into the gangway.

"You got cigarette, Meester?" he asked.

"Don't smoke 'em," Murphy replied. "What'n'll do you know about this?"

"Know nothing," the Mexican replied. "I go north; get job on section in Missouree. Eat lots time; here no eat at all."

"You've been in Missouri?"

"Si, senor; there was a good boss on the section I work; nearly blind."

"How far have we come? There were no kilometer posts on the right side of the track."

"They have been burned for firewood, senor. Cui bono? We are more closer Missouree than we were in Horcacitis, is it not?"

They waited. The native curled himself up on the seat box and slept. Murphy watched the desert and hills. Finally he, too, slept. It was dawn when he was roused from slumber by the yells of a hundred men. They came from all sides of the train and were upon them before the two engine men could resist. There was much conversation and the American explained, as well as he could, that the cars contained beans. There were yells of satisfaction at the news and the doors were hurriedly opened and sacks tumbled out. But as soon as the first one was opened, yells of anger arose.

Murphy and the fireman were jerked from the egine and handled roughly as they were propelled to the scene of the opening act. The first sack had contained some beans and inside boxes of cartridges.

"You were smuggling ammunition to the hated General Murchirio de la Scrimario!" an officer exclaimed, hot with anger.

"I did not know," Murphy said simply.

It was then that an officer came up to the one who was berating the American and whispered in his ear. The man brightened and loosed the engineer.

"He says the cartridges will fit our rifles," he explained. "Perhaps you have done us a favor, after all."

The sun had risen. The excitement was somewhat cooled by the appearance of a host of men coming over the desert from the direction of Horcacitis.

"It is our enemy!" the officers exclaimed, as they prepared their men in battle array, issuing them rounds of cartridges from those concealed in the coffee sacks. It was a saguinary battle on one side. Volleys from the force coming from Horcacitis mowed down the men who had captured the bean train. Volleys from the other side seemed to have no effect. Finally the force of the desert was routed and Murphy again clasped the hand of the commandante from Horcacitis. Number 2323 was on hand to interpret.

"You have won the decisive battle for us!" the general exclaimed, trying to kiss the American.

"I do not understand," that individual said, registering surprise.

"It was all the coup," 2323 explained. "The general he say he could not lick the other men without they are at—what you say—dis-advan-tage-ous-ness. So he send you with the blank cartridges. They were out of ammunition, he knew, but they had a little, maybe, he thought. So he send you with the beans in which were the no-good cartridges. The general he say, it make him laugh all over to see the other men shoot and shoot and no



"You were smuggling ammunition to the hated General Murchirio de la Scrimario!" an officer exclaimed, hot with anger

soldiers of his fall. The others they fall when we shoot. The general say you come now and he make you colonel and give you decoration of the Knight of Popocatapetl."

"I'd rather he'd give me a pass to El Paso."

"Maybe he will. Cui bono?"

A week later a bedraggled American and a dirty Mexican were stopped at the international bridge at El Paso by the American sentry.

"No one is allowed to pass after nightfall except officers and their servants," the doughboy explained.

"I'm General Patricio Murpheio and this is my servant and we are going to—"

"Missouree," interrupted the Mexican, "where they work some and eat lots. Down there," he pointed to the country of his nativity, "they work never and eat only sometimes."

F. J. Couse Leaves the Service. Is Succeeded by W. T. Moore as Foreign Freight Agent

THE resignation of F. J. Couse, who for the past six years has held the position of foreign freight agent at Baltimore, is a source of regret to his many friends. Mr. Couse leaves us to go with the firm of Wilbur F. Spice and Company, shipping agents, of Baltimore, Md.

Mr. Couse was born in Jersey City, N. J., September 8, 1885. He entered the service of the Railroad in June, 1901, as messenger on one of the New York Piers. He served in every branch of the Traffic Department up to 1912, when he was appointed assistant foreign freight agent at New York. In August, 1914, Mr. Couse was appointed foreign freight agent at Baltimore, and at that time enjoyed the reputation of being the youngest traffic official in the Baltimore and Ohio.

With the entry of the United States into the World War, Mr. Couse's opportunity came in the way of his being appointed a member of the Freight Traffic Committee, a body of railroad officials then stationed at New York, who controlled through the permit system the movement of all export traffic through the North Atlantic ports; Mr. Couse represented the port of Baltimore.



W. T. Moore, Foreign Freight Agent

After peace was declared the control over the movement of export traffic was still maintained, but at the individual ports through traffic control managers. Mr. Couse was appointed traffic control manager for Baltimore with headquarters in the Baltimore and Ohio Building. This work, together with his position of foreign freight agent, brought him in contact with many persons among whom he gained a host of friends, especially in Baltimore shipping circles.

Mr. Moore entered the services of the Baltimore and Ohio in June, 1871, as clerk at Chase's Wharf, Baltimore. A few months later he was appointed agent at that point and held that position until March, 1882, when he was transferred to Locust Point to take charge of its westbound business. Shortly afterward he was appointed chief clerk, and in June, 1897, was made assistant agent at Locust Point, becoming agent there in December, 1897. Mr. Moore has held this position since then, with full charge of the Locust Point Terminals, a large portion of his work being the handling and supervision of the import and export business.

During the extraordinary conditions that prevailed during the period 1917-1918, Mr. Moore was a prominent figure in handling overseas business. He was appointed assistant to Colonel Amos W. Kimball, who was in charge of the Expeditionary Quartermaster's Department at Baltimore.

Mr. Moore is unusually popular among his friends on the Baltimore and Ohio, is well and favorably known in shipping circles in Baltimore and in his new position should prove a strong addition to our traffic forces.

We wish both Mr. Couse and Mr. Moore continued success in their enlarged fields of opportunity.



F. J. Couse, former Foreign Freight Agent

Maryland District Breaks Another Record

THE Maryland District has come through with another fine performance. Following the record-breaking loading of the steamship Malden at the Curtis Bay Coal Pier, as published in the June issue of the MAGAZINE, and the record-breaking movement of coal empties to the Somerset coal fields, as published in the July issue, comes now the report of the unloading in the Baltimore Terminals for the week ending July 31, of 7,152 cars.

(Just as we are going to press we learn that the following week's record was even better, 7,429 cars being unloaded.)

The strenuous efforts of the Baltimore Terminal employes to make this fine showing would not have resulted so well had it not been for real cooperation on the part of a number of our Baltimore customers, who kept their forces on the job on Saturday afternoon and Sunday in order to help relieve the congested conditions.

Among these were the following: Globe Shipbuilding & Dry Dock Company, Weyerhaeuser Timber Company, Standard Guano Com-

pany, John H. Geis & Company, American Refractories Company, Baltimore Car & Foundry Company, United States Asphalt Refining Company, Prudential Oil Company, Greenwald Packing Company, D. B. Martin Company, Edwin Bennett Pottery Company, William C. Dorsey, A. Weiskittel Sons, Empire Engineering Company, Inc., Columbia Graphophone Company, M. A. Long Construction Company, Kimball, Tyler Company, Inc., Phillips Bros., Levering Coffee Company, Isaac Benesch & Sons, Chevrolet Motor Company of New York, Inc., Crown Cork & Seal Company, Consolidation Coal Company, and Dietrich Brothers.

We appreciate greatly the support of these industrial interests in helping overcome the car shortage handicap under which our Railroad and others are laboring. Wideawake shippers are fully alive to the fact that the best interests of business in general are largely dependent on the efficiency of transportation and that whatever helps the railroads is now doing double duty for them.

At a Boarding House Table

By J. E. Spurrier

A lady, in speaking of the trip to and from the recent Shriners' Convention, said that in the whole journey of more than a thousand miles the Baltimore and Ohio gave the best service.

"Tell that to a Baltimore and Ohio man," said a fellow-boarder.

She did not know that there was a Baltimore and Ohio veteran seated at the next table, one who wants to pass her word along the line so that all of us may be encouraged.

A System Record Broken!

On August 7 and 8, Saturday and Sunday, the employes of the Railroad, in endeavoring to get equipment released and in cooperation with shippers at many points, unloaded a total of 7,095 cars as against a normal for Saturday and Sunday of 4,401 cars. This is a gain of 61%, a splendid effort and accomplishment, appreciated by every officer of the Railroad, and by business in general—which it will help so much.

From the Governor of Pennsylvania to the Baltimore and Ohio

COMPLIMENTS on our service continue to reach our officers in large numbers. Each month hundreds of letters are received by our Dining Car Department alone from appreciative passengers, and we could fill the MAGAZINE with these and with similar expressions to our Operating and Traffic Departments. They tell of courteous trainmen, on-time trains, beautiful scenery, comfortable rides and, as a reward to the Railroad, they often say "we're going to tell our friends."

We Baltimore and Ohio folks appreciate these letters—it's always nice to be told when you've done a good job. We appreciate them from whatever source, but we're especially happy when they come from individuals whose public positions lend weight and wings to their words. Of such the following is a good illustration. Thank you, Your Excellency!

Commonwealth of Pennsylvania
Executive Department
HARRISBURG

THE GOVERNOR

June 17, 1920.

MR. R. C. HAASE,
Division Passenger Agent,
Baltimore & Ohio Railroad,
24th & Chestnut Streets,
Philadelphia, Pennsylvania.

Dear Mr. Haase:

I want to thank you particularly for the care and attention shown by you and your associates in the Passenger Department of the Baltimore and Ohio Railroad to my party and myself upon our recent trip to the Chicago Convention.

We went on your train No. 7, on June fourth, and returned on train No. 8, June thirteenth. We had excellent service; arrived at the terminals promptly, and, all in all, had a most comfortable and enjoyable trip.

The Baltimore and Ohio is certainly a fine road to Chicago, with its good stone-ballasted roadway, comfortable cars and excellent dining car service.

With congratulations and appreciation,
Very sincerely,

(Signed) WM. C. SPROUL,
Governor of Pennsylvania.

To the Wage Board

By Edward M. Mannix
East Dayton, Ohio

Much has been said in anger about what the railroads pay,
Much has been heard in kinder vein on this from day to day;
While the Wage Board as appointed by our progressive laws
Have toiled hard and unceasingly for the railroad man's just cause.

They have considered fully, from every point of view,
The merit of the workers' claims and what to them was due.
The award which they have rendered is for everybody's good,
The Board has done for us as only real and true men would.

All crafts that work on railroads in North, East, South and West,
Are grateful for the increase and will banish all unrest.
We'll work on with an eagerness and discontent will fall
Before this era of true peace and true goodwill to all.



BALTIMORE AND OHIO MEN WHO WERE MEMBERS OF THE RUSSIAN RAILWAY SERVICE CORPS

These men were on their way to Vladivostok when the photograph was taken. They are, left to right: Lieutenants Watson, Philadelphia Division engineer; White, of Mount Clare; Murphy, son of R. H. Murphy, Philadelphia Division conductor, and Bottack, of Riverside

Statement of President Willard before the Interstate Commerce Commission, July 8, 1920

It is important that railroad employes have a clear understanding of the present railroad situation, such as may be obtained from the following statement. In this President Willard describes the railroad plant taken over by the Government on January 1, 1918, the number of cars owned by the railroads and their condition, and how the present car shortage has been largely caused by deterioration and inadequate renewals during the war. He states that despite the decrease in car miles per day during Federal control, he believes that with the proper support from shippers, the average can soon be increased, resulting, in effect, in a greater car supply. He mentions the unprecedented car congestion caused by the recent strikes and expresses the hope that the authority to adjust wage disputes given to the Labor Board by the Transportation Act of 1920 will eliminate further strike trouble. Finally, he affirms his confidence in the future of the railroads under private ownership and management, provided only all factions recognize present handicaps and cooperate toward their solution.

IT IS undoubtedly true that under existing conditions the railroads as a whole are not able to furnish, or at least they are not furnishing, the transportation necessary to meet the present requirements of the commerce of the United States, and this situation presents a serious and difficult problem which must be dealt with; but like all other problems, it can be dealt with more effectively if first of all there is a full understanding of the entire situation. It may be helpful in that connection to review some of the things that have happened in connection with the railroads in the somewhat recent past.

When the Government of the United States took possession and assumed control of the railroads on the first of January, 1918, the carriers so taken over owned at that time approximately 2,260,000 freight cars, of which number 5.7 per cent. or 128,780 were reported as in bad order and unfit for service. During the 26 months' period of Federal control the Government purchased roundly 100,000 freight cars and 2,000 locomotives, which was somewhat less than the number of freight cars and locomotives which the same railroads had been in the habit of buying during each 12 months' period previous to Federal control. At the termination of Federal control, on March 1, 1920, the same railroads reported ownership of 2,362,000 cars or about 102,000 more than at the beginning of Federal control. They also reported 6.7 per cent., equal to 153,727, as in bad order, or 25,000 more bad order cars at the end than at the beginning of Federal control. During the period of Federal control the Government did not retire as great a number of cars as the companies had been in the habit of retiring during similar periods of time in the past, because of obsolescence and for other reasons.

Previous to the period of Federal control it was customary for the railroads generally to be governed by the Master Car Builders' Rules in connection with the interchange movement. During the period of Federal control this practice was changed and cars were exchanged freely between the carriers, providing the running gear, safety appliances, air brakes and draft gears were in good shape, regardless, to a large degree, of the condition of the cargo carrying box. The result was that the general condition of the freight cars when considered as carriers of freight was perceptibly lower at the end of Federal control than at the beginning, and much lower even than was indicated by the condition reports which I have already quoted. Investigation made since the termination of Federal control has developed that thousands of cars are running today and reported currently as in good order—meaning that they are safe to run—while at the same time they are unfit to perform the service for which they were designed. This fact is particularly noticeable in connection with the box car equipment. One large western carrier has recently reported that at the beginning of Federal control there were on its lines 15,000 box cars suitable for carrying grain, while at the end of Federal control there were only 3,000 box cars on its line suitable for that purpose. It is the general impression among railway officers, based upon a somewhat incomplete survey, that from one-fifth to one-third of the box cars in this country have been permitted to deteriorate from the floor upwards to such an extent that they are actually unfit to carry a general merchandise business, such as grain and flour, etc. The same condition obtains, but probably to a less extent, as regards open top equipment, and particularly coal carrying cars.

At the beginning of Federal control the records showed that each of the railroads in the United States had upon the average about 44 per cent. of its own cars upon its own line, while at the end of Federal control the reports showed that each railroad had only about 22 per cent. of its own cars on its own lines.

For the reason above mentioned, that is to say, because of the relatively small number of home cars on the individual railroads, it has been impossible for the different companies during the short period that has elapsed since Federal control, to find out definitely the actual condition of their own cars. One of the eastern coal carrying roads has recently developed that it had on its own line upwards of 1,000 of its own coal carrying cars reported as in good order, but which were actually unfit to carry coal or heavy material, and were so marked. These cars, it is true, were safe to run with a light load such as cinders, but were unfit to carry the business for which the cars were designed.

The last monthly report submitted by the carriers shows 7.4 per cent. bad order cars in the United States as against 5.7 per cent. at the beginning of Federal control, an increase of 50,000 cars unfit for use and actually out of service. The increased percentage of bad order cars shown on last report is probably due in large part, if not entirely, to the recent re-establishment of Master Car Builders' interchange and inspection rules. It should ordinarily be possible to keep the number of bad order cars below 4 per cent. of the total number owned, and if that condition could be brought about today, it would result in immediately making effective on the railroads as a whole in the United States more than 75,000 cars that are now out of service because unfit to run. This is one of the first and most important problems confronting the carriers at the present time.

This particular phase of the problem has been made more difficult

because of certain things that happened during the period of Federal control. To be specific, previous to Federal control much of the freight car repair work on the railroads in the United States was done on a piece work basis. During the period of Federal control piece work practice was discontinued on all of the railroads by order of the Director General, and it is commonly believed that this change in practice has had the effect of reducing the efficiency of the car repair forces and plant by at least 30 per cent.

During the period of Federal control national agreements were entered into between the Director General and the different crafts employed in the railroad service, and the agreement which applies to men employed on freight car repairs contains certain limitations and restrictions which interfere seriously with the employment and efficiency of the workmen in that department. This also has cut down the capacity of the railroads to repair cars.

However, the outside car building companies in the past have generally been organized on a piece work basis and are so organized today, and they are free from the restrictions of the railroad national agreement above referred to, and not having new work sufficient to keep their plants in full operation, they are in position to undertake repair work for the railroads, and many thousands of freight cars are now being repaired by such outside concerns. This arrangement will result in making fit for service much more quickly than would otherwise be the case, many of the cars now unfit for service, and for the reasons above mentioned, at a considerably lower cost than if the same work were to be done by the railroads themselves. Notwithstanding every effort that can be made, it will probably be six months or a year before it will be possible to get the existing equipment of the railroads in as good and serviceable condition as it was at the beginning of Federal control, or in as good condition as it ought to be under existing circumstances.

Another important phase of the problem is the use that is actually made of the car when it is in condition fit for service. It is customary to measure the use of railroad cars by the average load carried and by the average miles per day which the cars travel. The low average miles per car per day made by the American railroads in the past has invited constant criticism on the one side with unsatisfactory efforts to explain on the other side.

During the fiscal year ending December 31, 1916, the freight cars on all the railroads in the United States as a whole made an average of 26.9 miles per car per day. This was the highest annual average miles per day shown for the American railroads as a whole at any time within the last ten years. I have not examined the records previous to that date. During 1918, under Federal control, the average miles made by freight cars per day was 24.6 and in 1919 it was 23.1 No reports have been submitted since the termination of Federal control.

While upon the face of it an average movement of only 27 miles per car per day seems inexcusably small, especially in times of car shortage, like all other questions, there are also two sides to this. When we say that a car makes 27 miles per day, we mean that if the total miles made by any given car during a year should be divided by the number of days in the year, the result would be 27. Not infrequently it has been said, in criticism of the railroads, that a man could walk faster than the average movement of a freight car. Of course, such comparisons are without justification and misleading, and are certainly not helpful. The average freight car is probably loaded at least 25 times each year. Under the rules generally in effect the shipper is permitted 48 hours free time in which to load a car, dating from 7.00 a. m., following the hour of actual placement. The free time so allowed does not include Sundays and holidays, and there are more than 60 Sundays and legal holidays each year. After a car is loaded, it is taken from the loading track to some terminal, put into a train and started on its way. If the movement is all on one railroad, there ought not to be much delay in transit, but sometimes the car moves over several different railroads and there are always some delays incident to the transfer between the different lines. When the car has finally reached its destination, the consignee is also given 48 hours free time in which to unload it, and if the car is loaded with coal for tidewater or the Lakes, an average of five days free time is permitted, and if it is loaded with export freight for tidewater points, a free time allowance of ten days is permitted. Owing to the nature of the service, cars are frequently damaged in transit or when switching, and occasionally, if not frequently, the load must be transferred from one car to another, and then the damaged car must be placed on the proper track for repairs. Customarily no repairs are now made on Sundays or holidays, and the repair forces are all now upon an eight hour basis.

Calculations that have been made in the past would seem to indicate that the average freight car is actually in a train moving between one terminal and another 2.6 hours out of the 24, or about 11 per cent. of the time; that it is actually placed at the service of the shipper or receiver about 37 per cent. of the time, and that the rest of the time it is in the process of being moved to or from the place where loaded or unloaded, to the terminal where it is put into trains, or is on transfer tracks or being repaired, etc.

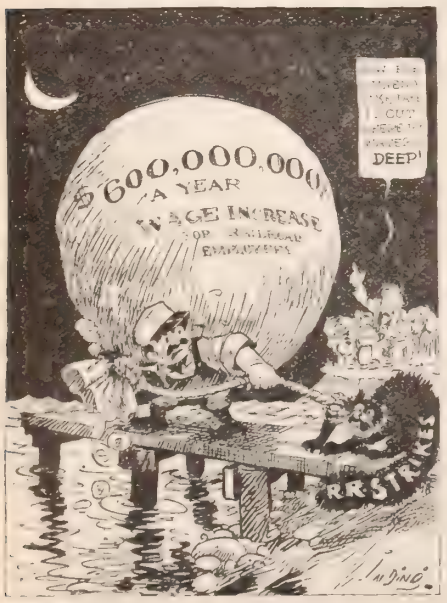
Undoubtedly much can be done by the railroad itself to bring about a better use of the cars that are actually fit to run, but the railroad alone cannot do all that is possible to be done in that connection. The maximum efficiency of freight cars can only be realized by means of effective and sympathetic cooperation between the railroad and the user. While the highest annual average movement per car per day upon the railroads as a whole during the past ten years was only 26.9 miles, I believe it should be and really is possible to obtain an average movement of 30 miles per day under normal circumstances. Some railroads do make as high as 40 miles per car per day, but it seems hardly probable that such results can be obtained immediately on all roads and particularly by the railroads serving the large industrial centers and the coal mines, but I do believe that as a whole an average movement of 30 miles per day is or ought to be attainable. To accomplish this the individual railroads should first of all keep their cars in the best possible condition, and this is desirable from every point of view for reasons of economy as well as of efficiency. I believe it is possible to keep the total bad order cars as low as 4 per cent., certainly as low as 5 per cent. of the total number owned.

It is important, especially in times of car shortage, that the shippers should load cars as quickly as is economically possible and practicable after they are received. The shipper also should furnish prompt and definite billing instructions, and the instructions so furnished should take the car if possible to its ultimate destination. Much delay is caused by the practice of billing cars subject to ORDER OR RE-CONSIGNMENT in transit, and numerous other devices that have come about from time to time. All arrangements

of this kind serve to retard the movement of cars. All arrangements of this kind are in effect a special privilege aside from the service of transportation, and in times of car shortage such privileges are at the actual expense of those whose business is interfered with because of their inability to ship at all.

Railroad statistics show that the average carload on all the railroads in the United States is only about 70 per cent. of the carrying capacity of the car, and in addition to that about 32 per cent. of the total car mileage is made with empty equipment. A great deal can be done towards getting a more effective use of cars by increasing the carload, and this is a matter almost entirely within the control of the shipper, and serious consideration should be given among other things to the revision of minimum carload regulations, to the end that a more effective use be made of all cars.

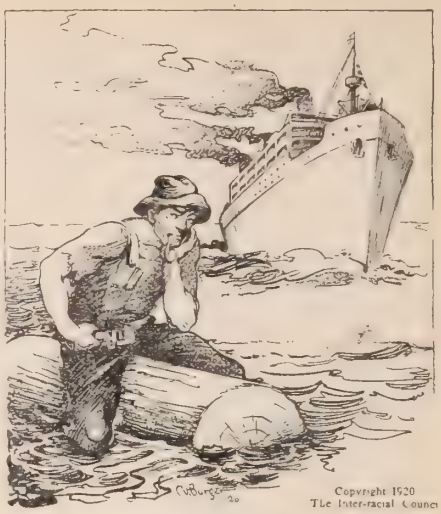
It is of course incumbent upon the railroads to do everything that is economically possible and practicable at all times to reduce all delays to a minimum. I need not at this time discuss in detail what the railroad can and ought to do, but I am sure if the carriers and the shippers will all cooperate, very great benefit will result therefrom. The extent of the benefit may be indicated somewhat by the fact that an average increased movement of one mile per car per day for all of the cars in the United States based upon present performance, would in effect add 100,000 cars to the available equipment, and an average increase of one ton per each loaded car would also add in effect 80,000 cars to the available equipment.



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Assuming that the carriers will do all they can to put the existing equipment in serviceable condition as soon as possible, and assuming that the carriers and the shippers together will do everything they can in cooperation to make the best possible use of the equipment available, there will still be a shortage of cars for some months to come, and until such time as the railroads can provide, by purchase or construction, the number of cars and engines necessary to take care of the peak-load, what else ought we do to meet the situation? Fortunately under the new Transportation Act of 1920, the Interstate Commerce Commission is authorized to deal promptly and effectively with emergencies of the kind just mentioned, and I would suppose that the Commission would be governed by the desire at all times to follow such a course as would seem to promise the greatest good to the greatest number. Of course, such a test is only relative, although in times of emergency it ought not to be difficult to decide, if there is only one car available, whether it should be used to move foodstuffs and fuel which may be immediately needed, or something else of less immediate importance to the welfare of the public as a whole. The Commission, being fully informed, it will undoubtedly use its best judgment under any given circumstances.

There is one other phase of the problem which I have not so far referred to, but which has had a very definite bearing on the situation during the last three months. I refer to the numerous strikes of railroad men that have been taking place since early in April. There are, I suppose, approximately 2,000,000 men employed by the American railroads. I do not know how many have actually been on strike at any one time, or, as they have preferred to put it, on vacations, since the movement started in April, but I should judge from such reports as I have seen that probably at no time have more than fifteen or twenty thousand, perhaps thirty thousand employes been out of service, a relatively small percentage of the total number employed. It so happens, however, that the strikes have occurred chiefly in terminals and at other points where a minimum number of men, by withdrawing from the service, would cause the maximum amount of inconvenience. One effect which the strike in Chicago had is clearly shown by figures kept by the Car Service Commission in Washington. When the railroads were turned back to the owners at the end of



Don't drift. Stay aboard the good ship "Steady Job" and get somewhere!

Federal control, reports showed that in the United States as a whole about 100,000 cars were awaiting movement. At the end of March the number so held had been reduced to 90,000. The Chicago strike began early in April and by the middle of that month the number of delayed cars awaiting movement in the country as a whole had reached the unprecedented figure of 288,000. These cars were not only unnecessarily delayed, but they were in effect absolutely withdrawn from service. It is true that since the middle of April the number so held has been gradually reduced until today it is substantially the same as it was the first of March, but even so, the number of cars now held awaiting movement is 60,000 or 70,000 greater than it ought to be, and in my opinion greater than it would be if the labor difficulties which have interfered so seriously with the freight movement for the last three months should be cleared away.

You are all more or less familiar with the labor situation and I need not discuss the matter in detail. It may be fairly hoped, I believe, that when the award is announced by the Labor Board, now sitting in Chicago, the difficulties that have confronted the railroads in this respect will disappear, and if thereafter the yardmen and other employes having had their pay and working conditions satisfactorily adjusted, will then take hold and work as well as American railroad men know how to work when they want to, I am hopeful that the railroads will be able to make the existing equipment, by virtue of increased mileage, much more efficient and in that way gradually bring about a normal condition. In the meantime the fullest possible cooperation should be had between the railroads and the

shippers. The railway managers appreciate the responsibility that rests upon them under existing circumstances. I myself believe that the institution of private ownership and operation of the railroads is at stake, and that the test which the public will apply to the question of whether or not private ownership is to continue, will be the test of service. The railway managers are willing to meet that test. They appreciate that the railroads as a whole must furnish the transportation needed by the country as a whole, and that it will not satisfy the requirement if some of the railroads furnish ample transportation while others are not able to do so. It is the definite purpose of the railroads, by voluntary effort and cooperation, to see that in times of emergency all facilities are used in the most effective manner, in order that the public as a whole may realize therefrom the greatest measure of transportation service. It should, however, be kept in mind that at the present time the railroads are called upon to move an unprecedented amount of business with an impaired and insufficient plant. I do not wish to be understood as criticising the Government because of the condition of the railroads; I prefer rather to think that their condition is one of the by-products of the war. In any event, if the war had not happened, I believe the railroads would have been able to perform the transportation service of the country as well today as they did generally before the war, but regardless of the cause, the problem confronting us, as I see it, is this—with a certain limited amount of transportation plant under the conditions of private ownership, how can that plant as a whole be used so as to perform the greatest amount of transportation in the public interest. I believe it can be done by sympathetic and active cooperation between the shippers and the railroads, and I believe further that for a time it will be necessary for the Interstate Commerce Commission in the exercise of the emergency authority given it under the Act to order priority of service in favor of certain commodities. I do not think it will be necessary to wholly curtail the movement of any particular kind of business. I do think it will be necessary for a time, however, to give preference to certain particular kinds of business more important than others from the public standpoint. I also believe, if a way can be found so that the railroads can in the near future place orders for such additional cars and engines as seem necessary and so that the new equipment will be available for next year's business, that by another summer the railroads will be able to take care of all the business of the entire country. This, they understand, is what they will be expected to do. This is what they are attempting to get in shape to do.

Giovanni Cugini, Model Sectionman, Awarded Prize

By A. E. Dwire
Supervisor

GIOVANNI (JOHN) CUGINI, sectionman, Wells Creek, Pa., has been awarded a prize of $25.00 for the splendid condition in which he kept his section on the Somerset and Cambria Branch during the whole of the year 1919. The accompanying photograph shows Sectionman Cugini and his gang. They are, left to right, front row: Louis Gusbar, Charles Peterson, Nicholas Cugini, Charles Kregar. Back row: Carmine Cugini, Giovanni Cugini, Dominico Cugini. Carmine and Nicholas are the sons of the sectionman, and Dominico is his brother.



Sectionman Cugini and his gang

Mr. Cugini is 43 years old and has charge of the maintenance of the tracks and the protection of the property between Geiger and Coleman, a distance of six miles of single track and six miles of siding, making a total of twelve miles, with 32 switches and 12 road crossings to care for.

Over this section the trains must travel at the rate of 40 miles an hour, and during the past year, no accidents of any kind have been attributed to his work, or those employed under his supervision. During the year 1919, Cugini and his men renewed 2,500 cross ties, 16,716 board measure switch ties, made frog and rail renewals, and was able to assist other sections on 90 days of the year. The prize has been awarded him for having the best kept section on the Connellsville Division. His fellows call him "a model employe," and John says he is going harder than ever on the race for the 1920 prize.

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The Price of Forgetting

THERE is time in the day's work for being human. Affection, kindness, genuine friendships—these sometimes are the things that are forgotten. Sometimes, for forgetting, we pay dearly—but always we pay.

A Chicago business man has paid in suffering. He told of it in a letter to a friend, reproduced in *Lumber*.

"One year ago today," he wrote "I sat at my desk busy with the month's bills and accounts when a bright-faced, starry-eyed lad of 12 rushed in and impetuously announced: 'Say, Pa, this is your birthday; you are 55 and I am going to give you 55 kisses, one for each year!' and he began to make good his word when I exclaimed:

"'Oh, Andrew, don't do it now; I'm too busy.'

"His silence attracted my attention. Looking up, I saw his big blue eyes filled with tears, and apologetically said: 'You can finish tomorrow.' He made no reply, but was unable to conceal his disappointment, his face wearing a grieved expression as he walked away.

"The same evening I said: 'Come and finish the kisses now, Andrew,' but he did not respond to the invitation.

"Two months later, in consequence of an accident, the waves of the Fox River closed over his body, and we carried him away to sleep near the village where he loved to spend his summer vacations. The robin's note was never sweeter than his voice, and the turtle doves that coo to their nestlings where he sleeps were never so gentle as my little boy who left unfinished his love-imposed task.

"If I could build a ladder to the skies and find him there; if I could only tell him how much I regret the thoughtless words spoken, and could be sure that he understands how my heart is aching because of my unkind request, there would be no man in this wide world so inexpressibly happy as the one who sits today and thinks how he prevented an act that love inspired, and how he grieved a little heart as tender as the mercies of God."—*The Log of the Long Bell.*



Assured that our readers will welcome advice and suggestions on the all-important problem of health preservation and life extension, based on the latest advances in medical science, it will be the purpose of this section of the MAGAZINE *to present brief and instructive articles each month by members of the medical staff of the Relief Department. We know our efforts will appeal to our readers. If only a few profit by the advice offered, our contribution to the sum of human happiness will be considerable, and our service of value. The addition of one, five or fifteen years to a life is well worth the task.*

Colds

By Dr. A. J. Bossyns
Medical Examiner, Baltimore, Md.

OF ALL ailments to which mankind is subject, perhaps none is so common and so little understood as colds. The term "cold" is popularly but wrongly used to cover any ache, inflammation or indisposition that comes along, and a cold is usually attributed to drafts, exposure to dampness, or to sudden changes in temperature. As a matter of fact, most, if not all of the so-called colds are infections due to living organisms; are highly communicable and spread rapidly through homes, schools, or wherever numbers of persons congregate. Sitting in a draft, getting wet, or experiencing a sudden change of temperature, cannot, in the absence of germs, produce colds, but they tend to lower physical vitality and thus make infection easy should the germs be about.

Persons having colds in the early stages, cough and sneeze, and thereby liberate millions of germs which are carried by air currents in all directions. Susceptible persons quickly become infected and in turn spread more germs. All such individuals should stay at home, cover the mouth and nose with a handkerchief when coughing or sneezing, use their own towels and drinking cups, and at least once a day, sterilize their towels and handkerchiefs by boiling.

A typical infectious cold begins with an inflammation of the air passages, with sneezing and a "stopped up" feeling of the head. The secretions from the nose are at first watery and profuse, but they soon become thick and purulent. Sometimes the infection is limited to the nose, but more often it involves the throat and extends down the chest to the bronchial tubes, causing the very common bronchitis.

While colds are usually harmless in themselves, the danger lies in the frequent complications of ear trouble, pneumonia, tuberculosis and organic diseases.

To prevent an infectious cold, it is necessary either to avoid the germs or to build up a body resistance to withstand them.

The attack of micro-organisms and the way to combat them have been described in the preceding issue of the MAGAZINE. It might be well to repeat that resistance is developed by careful attention to hygiene. Sufficient sleep in well ventilated rooms, eating of plain, wholesome foods in moderation, daily bathing, outdoor exercise and sunshine will so strengthen the body and increase resistance that there will be little difficulty in combating colds.

The cure of a cold is easily accomplished by going to bed for three or four days, spraying the nose and throat with an antiseptic solution, keeping the bowels open and by the use of simple home remedies. In severe attacks the services of a physician should be promptly secured. As an ounce of prevention is worth a pound of cure the development of an immunity by proper living is the only way of avoiding or combating a cold, or for that matter, any other disease.

—

Overheard at the Medical Quiz

Prof. Sapio: "Dr. Jones, many people believe that poultices of bread, onions, flaxseed, elm bark, potatoes, etc., possess individual merit. Is there anything in this impression?"

Dr. Jones: "No, sir! Poultices are only of value from the fact that they retain heat and moisture for a long time, and are accordingly helpful in allaying pain and hastening recovery from boils, abscesses, etc."

Prof. S.: "But how do you account for this impression?"

Dr. J.: "As necessity is the mother of invention, our grandmothers used these ingredients as the best means at hand, and each was efficacious from the heat and moisture afforded and not on account of any healing power of the ingredient."

Prof. S.: "In modern times what is the best poultice?"

Dr. J.: "Hot towels, or a hot water bag, covered with a moist towel. They are clean, easily obtained and furnish all the requirements of a poultice."

Prof. S.: "Quite true, and further, this method has not the disagreeable odor and other objectionable features of the old style poultice."

—

Safety Ideals

By William D. Lenderking
Safety Agent

IN THE general scheme of things today, waste has no standing in any modern organization. The extravagance of which we as a nation have been guilty has been brought home to us as a nation and as individuals and we now find ourselves confronted with conditions which give us many misgivings when considering our future needs.

Many of us, no doubt, are thinking of where we can conserve our resources, where we can prevent WASTE in order to supply our material comforts. How many of us, let me ask my readers, are striving to eliminate the HUMAN WASTE with which we are still so recklessly extravagant? How many are striving to prevent this with the same insistence that we expect of our wives and children to prevent waste in the home? How many are conscious of individual effort to prevent unnecessary waste of life and limb? How many realize that man's best asset is a sound body? Human waste (there can be no line of cleavage between human and economic waste) is appalling. There is no excuse that can be offered to justify the great amount of lost human energy nor to justify the great number of cripples who today represent a by-product of industry.

Much, if not all of this WASTE, is due to the neglect of obeying old established rules governing certain conditions and for failure to accept and heed advice given by experienced men who gained their knowledge under trying and adverse conditions

as compared with those under which similar service is performed today.

What can we do to prevent this loss to the community? I am convinced, in order to obtain results that will be permanent and self-sustaining, that we must not stop with words of advice to the grown-ups. We must, besides, begin the training of young minds in the homes and schools in order to inculcate the Safety Ideal—an ideal which cannot be restrained but rather will gather force and go forward when the unbounded enthusiasm of youth grasps the motive which actuated the pioneer in this humanitarian work.

The world owes no man a living. On the other hand every youth owes the world a life of usefulness. The world has witnessed many deeds achieved by the youth of the ages. At the age of 15 Mozart composed an opera, and at 30 he was the best known composer in Europe. At 27 Napoleon led his armies across the Alps into Italy. At 24, Marconi, with unbounded faith, discovered the law which gave us the wireless. Many more could be cited. There awaits, however, for the youth of this nation, the consummation of one of the greatest ideals ever striven for; the SAFETY IDEAL. When this is thoroughly instilled into the hearts and minds of the present generations, it will eliminate carelessness and thoughtlessness, the two greatest enemies of mankind. And when this becomes an accomplished fact HUMAN WASTE will be reduced to a minimum. When youth is aroused to the importance of the part he must play in this humanitarian work, then and not until then will "Safety First" become a slogan which will bear the fruit that will benefit all posterity through the elimination of needless waste.

Saving the Little Things

By M. B. Wild
Statistician

WHEN one observes the attention being paid to the saving of nails he realizes that times have changed. Some years ago, particularly when efficiency engineers of all sorts were active and were carrying great prestige, it was not uncommon to read paragraphs to the effect that if a workman dropped a nail or a sliver of wood or some other cheap piece of material, it was uneconomical for him to stop to pick it up because he lost time in so doing. Of course, in the case of a good, conscientious man he would pick up what he had dropped when he had got through with his job. But, in all industry, we have to deal with the average and not with the superior man.

Efficiency has been looking too much at output and not sufficiently at the waste in connection with the output.

Under the above caption the *Railway Storekeeper* for May, said:

"Maybe you have heard that old poem of seventeenth century design:

Because of a nail, a shoe was lost,
Because of a shoe, a horse was lost,
Because of a horse, a rider was lost,
Because of a rider, a battle was lost,
Because of a battle, a Kingdom was lost.

"While we hope it won't go quite that far with the railroads, there is a direct application of this little story right here in railroad operation. It is the little things that count.

"Materials are real money these days, and old material picked up off the right of way and reclaimed is often as good as new material and sometimes better.

"Do you realize, Mr. Railroad Man, that

A track spike costs	$ .02¼
A 1-inch nut costs	.04
A track bolt costs	.08
A tie plate costs	.31
A steam hose costs	6.36
A brake shoe costs	.75
A track shovel costs	.97
An engine oiler costs	.71
A lantern costs	.91
A broom costs	.48
An air brake hose costs	2.44

"Would you believe that during the past year, over TWO MILLION DOLLARS ($2,000,000) has been expended for the eleven above items by one of the mid-western roads? Think of what it would mean to your road to save even *one* per cent. of this.

"Remember, that even an apprentice boy who picks up a nut that would be lost, is 'doing his bit,' to possibly the same degree of real efficiency as the executive who saves thousands of dollars through some brilliant feat of reorganization and management."

Relief Department—Advisory Committee

Conducting Transportation Department

W. S. Berkmeyer	Conductor	Canton, Ohio
J. H. Coulbourn	Passenger Brakeman	Philadelphia, Pa.
George G. James	Conductor	Baltimore, Md.
John F. Wunner	Clerk	New York, N. Y.

Motive Power Department

L. A. Cather	Machinist	Fairmont, W. Va.
William D. Lenderking	Plumber	Baltimore Md.
Henry Loveridge	General Foreman	East Chicago, Ind.
H. W. Oldenburg	Car Inspector	Cincinnati, Ohio

Maintenance of Way Department

Ira E. Baker	Section Foreman	Kanawha Station, W. Va.
J. J. Price	Account Clerk	Newark, Ohio.
J. W. Richmond	Water Station Foreman	Garrett, Ind.
J. F. Thome	Section Foreman	Aviston, Ill.

Statement of Pension Feature

Employes who have been honorably retired during the month of June, 1920, and to whom pensions have been granted:

Name	Last Occupation	Department	Division	Years of Service
Agin, James M	Engineer	Cond'g Transportat'n.	Ohio	41
Cox, Walter A	Engineer	Cond'g Transportat'n.	Balto. Terminal.	24
Grady, Edward	Foreman	Maintenance of Way.	Philadelphia	38
Gurrie, Thomas	Gateman	Cond'g Transportat'n.	Chicago Term'l.	10
Kneipp, Charles	Truckman	Cond'g Transportat'n.	Indiana	34
Kovacic, Anton	Machinist	Motive Power	Pittsburgh	24
Lloyd, John Clark	Machinist	Motive Power	Mt. Clare	50
Marshall, Jasper N	Trackman	Maintenance of Way.	Monongah	43
McCarthy, Patrick	Fireman	Cond'g Transportat'n.	Chicago	30
Nicholson, John H	Watchman	Maintenance of Way.	Connellsville	48
Quigley, Charles W	Conductor	Cond'g Transportat'n.	Pittsburgh	31
Raypole, Thomas	Baggagemaster	Cond'g Transportat'n.	Ohio	35
Rose, Thomas J	Train Baggagem'st'r	Cond'g Transportat'n.	Monongah	52
Snider, Robert J	Chief Clerk	Traffic	Wheeling	47
Treesh, Samuel L	Chf. Inb. Bill Clerk.	Freight	Cleveland	32
White, Albert M	Trackman	Maintenance of Way.	Chicago	27
Wilkin, J. C	Agent	Cond'g Transportat'n.	New Castle	19

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1919, $333,807.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to March 31, 1920, amount to $4,004,491.20.

The following pensioned employes, after serving the Company faithfully for a number of years' have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Campbell, Urias	Conductor	C. T.	Ohio	June 21, 1920	45
Guth, Francis	Machinist	M. P.	Baltimore	June 23, 1920	44
Harris, James E	Watchman	C. T.	Baltimore	May 24, 1920	34
Jefferis, Joseph	Foreman	M. of W.	Illinois	June 14, 1920	43
McCune, John	Supervisor	M. of W.	Pittsburgh	May 28, 1920	32
Moore, Esmond G	Foreman	M. of W.	Charleston	June 3, 1920	19
Prichard, John Z	Machinist	M. P.	Connellsville	May 19, 1920	30



ROBERT M. VAN SANT, *Editor*
MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Good Service

On August 31, the government guarantee to the railroads ceases, and we begin a test which will be watched with the keenest interest, not alone by us who are directly involved, but by the commercial, industrial and railroad interests of the world in general. As the days are marked off one by one, beginning September 1, we will begin to discover if, under the greatly changed railway conditions, we are in a paying business, a profitable business. And the tell-tale figures on the balance sheet at the end of each month will show our profit in the same proportion as we have rendered a profitable service to those whose business we handle.

The railroads made a frank appeal to the public. They presented their budget, asked for a sufficient increase in rates to pay it, and had their request granted. Public opinion responded to the fairness of their appeal. Now public opinion will be keen to discover that the railroads fulfill their part of the contract by supplying adequate transportation service. The unanimity of favorable opinion over the recent Labor Board award and rate increase is most gratifying. The people are willing to pay the reasonable extra costs of labor and supplies, but they demand, with equal reason, good service in return.

Under present handicaps teamwork is more essential than ever before. Will you do your share to prove that you are a part of a useful, profitable, going, progressive organization?

The "Corporation Magazine"

A booklet issued by a company supervising the publication of a number of magazines such as ours, states that the generic name for such publications should be "Corporation Magazine." So "Corporation Magazine" let it be.

Further along it says:

"Many corporation magazines smack so strongly of propaganda from the executive department that their true character and their lack of frankness cannot be overlooked."

It is on this statement, coupled with a recent and kindly hint from a well-informed railroad friend that our MAGAZINE was a splendid advertisement for our officials, that we take issue.

The coupling of the phrases "propaganda from the executive department" and "lack of frankness" is unfortunate, unless the word propaganda is used in its sinister and unpleasant meaning.

We read the daily newspapers to find out what is going on in the capitals of the world, what outstanding world figures are doing or predicting in regard to politics, business, society and other things that affect everyone of us. We are, or should be, vitally interested in America's policies, external and internal, as they emanate from Washington.

Our MAGAZINE, as we see it, bears a similar relation to our Railroad as do our newspapers to the interpretation of world affairs. It should be a matter of intense interest to every employe to know what his employer, corporation or otherwise, is doing and is trying to do. Otherwise, he works in the dark.

The Baltimore and Ohio Railroad has nothing to conceal, nothing to misinterpret. It is a semi-public servant, trying to meet the transportation demands made on it adequately and efficiently. To do this it must have an employe organization fully informed of its purposes and how it is trying to realize them. Hence the MAGAZINE—a monthly message to all in the Baltimore and Ohio family from those who direct its policies.

Differences between the employes and officials of large organizations—labor troubles, if you please—have often been blamed on the fact that the rank and file and the management are so far apart. It is clear that the Baltimore and Ohio cannot give good service, that the Railroad and all those who work for it cannot prosper, with such troubles existing. And it is the purpose of the MAGAZINE to help eliminate them by removing the cause, by bringing the officials and the rank and file so close together that there can be no misunderstanding. What our management is trying to do, as reported in the MAGAZINE, must, therefore, be of prime interest to every fair-minded employe.

On the other hand, as set forth clearly on the inside front cover of our May issue, the pages of the MAGAZINE are wide open for the discussion of every subject (with the few exceptions noted), the publication of which will tend to the advancement of the interests of our employes, our customers and the Railroad. Constructive and interesting items, suggestions and articles are welcomed from anybody. The MAGAZINE pages show this. The MAGAZINE files contain dozens of communications from employes to every one from an official.

Here we come to the second point as brought up by our fair and friendly advisor:

If there is any inspiration to the fellow trying to win in life's game, it is in the lives of men who have started with only the advantages of determination, willingness to work and common sense, and made overwhelmingly good. From every standpoint the Baltimore and Ohio is fortunate in having dozens of such officials, and for every employe who has a sensible outlook on his everyday work, their careers in the railroad world can be nothing if not helpful, interesting and inspiring.

We speak with deep conviction on this subject, but we are none the less sincere in our desire to make the MAGAZINE truly an influence for good in the lives of all those who read it, and we will be more than glad to hear from others who see our MAGAZINE's possibilities in any other light.

Move cars quickly, hurry them by;
'Twill mean a better car supply.

Business Before Pleasure

The abandonment of the Baltimore and Ohio's excursion program during July has received most favorable press comment, the consensus of opinion thus vindicating the railroad's policy to concentrate its effort on the handling of necessary passenger and freight traffic.

The volume of both freight and passenger traffic exceeds all previous records and its prompt handling is vital to a successful solution of our present enonomic difficulties.

The Baltimore and Ohio, therefore, decided to utilize its full resources of power, equipment, fuel, facilities and personnel in the handling of transportation of regular, rather than unnecessary traffic.

The service provided by our regular passenger trains is of primary importance and no matter how unfortunate the discontinuance of excursions may be from the standpoint of those discommoded thereby, the public as a whole must agree that the Baltimore and Ohio took a far-sighted and public-spirited step when it insisted on "Business Before Pleasure."

Americanism

"True Americanism is not something to be exhibited on special occasions, but something that plays a part in our everyday life. It is the kind of loyalty to liberty, justice and law, to our flag and our country, that finds expression in our work, our recreation and our religion. It is something that demands and gives 'a square deal.' It carries with it not only an obligation of passive loyalty but of aggressive loyalty; an obligation to help crush every power that opposes the principles of Americanism.

"These principles are being menaced today as never before by organizations whose influence it is a grave error to underestimate. Their propaganda has spread poison through other organizations which profess loyalty to the Constitution while acting in defiance of it. It makes no difference what these enemies of Americanism call themselves, nor does it matter what purpose they may claim to have in view, for if their efforts were successful it would mean placing the red flag, and all the evil it represents above the Stars and Stripes and all it stands for.

"No true American believes for an instant that these enemies of our country can succeed in undermining the loyalty of our people, but confidence in the steadfastness of a vast majority of the nation to the principles that have made us great and strong, has often led us to assume a too lenient attitude towards public enemies. We cannot meet our problems better than with a firm resolution to think and preach and practice aggressive Americanism."—*The Wire Message.*

Drifting

To do anything successfully, we must first have a definite purpose in mind, or else trust to luck to accomplish it. Luck wins only once in a thousand times and will probably never win for you and me at all. Yet few of us realize the necessity of a definite purpose for every successful undertaking!

A college student, who, on the eve of his graduation had no idea as to his future, carelessly dismissed the subject from his mind by saying, "I'll wait until tomorrow to worry over that; 'Sufficient unto the day is the evil thereof.'" Ask the lawyer, the successful business man, wherein the path of success lies, and the answer will be the same, "In preparedness; we must think today and act today with a definite purpose, not only as to *what* we are going to do tomorrow, but *how* we are going to do it."

The old adage, "A man without a purpose is like a ship without a rudder," has been proved too often for us to doubt its veracity. The question as to why a purpose is not firmly fixed in the mind of every individual is only too quickly answered by the fact that it is so easy to drift aimlessly, so easy to be indifferent, and, above all, so easy to become lazy.



Can You Concentrate?

Here is a chance for you to test yourself and see how you compare with the average person's power of concentration.

Get the second hand of your watch at sixty. Then cross out every letter A in the following jumble of letters.

Do not go back to cross out any you may have skipped, but cross out each one in their regular order:

QYKFIUDBHTAGDAACDIXAMRPAGOZTAACVA
OWLIXWABBTHJJANRRFAAMEAACBSVSKALL
PHANRNPKAZEYRQAAQEAXJUDFOIMWZSAUC
GVAOABMAYDYAAZJDALJACINFVBGAOFHAR
PVEJCPQZAPJLEIQWNAHRBYIASSNZMWAAAW
HACAXHXQAXTDPUTYGSKGVKLGKIMFUOFA
AKYFGTNBLYZIJAAVAUAACXDTVDACJSIFUM
OPXWAMOEAKHAQPXWCAIRVRZNSOQAQLMD
GUSGDAKNAAPLPAAAHYOAEKLMVFARAEHK
NXIJEOWYCREJDUOLJCCAKSZAUAFERWAFZA
WVBBAAXAKMBATADKASTBNAPILAOSYSJUOB
YIVPAAPSDNLKRQAAOJLEGAAOYEMPAZNTIB
XGAIMYUSAWZAZWXAMXBDXAJZECNABAHG
DBSBFTCLAYKUKNPWIBAYAQRKUPDSHAAQG
GHTAMZAQGMTPNURCWAFRWHTQYAFSWDK
JIYLQBAABVHJMXIRFSAOF

How long has it taken you? You should be able to perform this test in 90 seconds.

Now figure your percentage. Deduct one per cent. for every five seconds you required over ninety. Count the number of A's you have crossed out. There should be 100, so deduct one per cent. for every one you missed. Did you cross out any letters other than A's? If so, deduct two per cent. for each one.

The result will give to you your ability to concentrate reckoned in percentage.—*The Thermoid News.*

Many People Don't Know

Just to satisfy yourself, ask your friends who don't work for the Railroad what they know about the Railroads' rate problem—you'll be surprised to find how many of them don't know the real facts.

A man on the train recently said to me: "The service you people give is good, especially after the strain of the War. But I can't see why you need this big rate increase." He wasn't a shipper or he would have been better posted. But he was intelligent and fair, and when I told him that while the average cost of other commodities had about doubled in the last few years, the cost of transportation had only gone up about a third, he began to see the light. It was news to him and now he's a booster for the rate increase instead of a knocker.

Meat selling in Chicago at $23.00 a hundred pounds costs only 66 cents to send to Baltimore—about two thirds of a cent a pound. That charge won't keep any family from a square meal.

In Belgium railroad rates have gone up 100 per cent. since the beginning of the war—in France, 140 per cent.—more than two and three times the increases we had up to August 1.

This railroad rate problem is our problem—as well as the Managements'—to educate our friends to the true facts, to remind them that as railroaders, we are producing about the least expensive commodity on the market.

Maintenance and Operation of Air Brakes

By F. Kerby
Supervisor of Locomotive Operation

SINCE the first installation of the air brake, expert demonstrators and instructors have assisted in the education of railroad employes in the proper methods of maintenance and operation of this equipment, and instructions covering all features of this work have been distributed to the employes engaged in maintaining and operating the air brake equipment.

In the limited space available for an article such as this, only the most important features of the subject can be touched upon. But it is to be hoped that employes who handle the air brake will be encouraged to seek further detailed information from the books and circulars of instructions which they can obtain upon application to their officers.

Installation and Maintenance of Air Brake Equipment on Locomotives

To insure good operation the air brake equipment on locomotives must be properly installed with the air gauges in the proper location, so that they may be seen plainly by the engineer, and must be kept in good condition at all times. The engineer's brake valve should be located conveniently, so that it can be operated properly by the engineer. Feed valve, reducing valve, and air signal devices must be maintained in good working order. The air pumps must be in good condition, the main reservoirs drained daily of moisture, pipe connections well clamped and braced, pipes kept free from leakage and brake pipes and cylinders kept tight and free from leakage. Piston travel must be maintained to standard, so as to obtain the proper braking power on the engine and avoid the possibility of harsh slack action and damage to draft gear.

Very often trains part because of the fact that the modern locomotive is only braking at about 40 per cent. of its weight at full braking power. With a long piston travel it requires a greater length of time to obtain the maximum brake cylinder pressure, and would require more air to do the work than with the shorter or standard travel, which results in waste of air and fuel. The rods and levers must not foul on the trucks and connections.

Passenger Train Equipment

The triple valves, brake cylinders, slack adjusters, dirt collectors, and screens should be cleaned and oiled in accordance with instructions. Brake pipe and brake cylinders should be free from leaks. Piston travel should be uniform on all cars in train. The brakes should be adjusted equally on both trucks and all wheels. The foundation rigging should be examined regularly to see that the levers and rods do not foul in frame slots or on trucks, and that wheels of the same diameter are used in trucks when renewed, if possible.

On baggage, express, and mail cars it has been found that the piston travel is excessive on a large number of the cars. In some cases this is due to the cars not being provided with slack adjusters. Cars in mail and express service do not get to the repair yard as often as they should, to be kept in good condition. If the piston travel is long on these cars, the brake cylinder pressure will build up more slowly, in proportion, because of the excessive length of piston travel. Furthermore, the mail, express, and baggage cars are heavily loaded and the percentage of braking power per ton is reduced. This results in the cars on rear of train having the best holding power per ton of weight and very often causes rough handling of trains, as well as the breaking of knuckles and couplers. The importance of keeping this equipment in good condition is easily seen.

It is also important that the spring slack in couplers be reduced to a minimum, to avoid slack running in and out while making stops.

All couplers should be taken apart and the springs examined every time a car passes through shop for repairs, or at least once every six months or year.

Passenger Train Handling

It is not only the rough stop, but the rough start as well, that brings about complaints or unfavorable comments. Rough handling is very often caused by improper manipulation of the throttle in starting, as well as of the brake valve in stopping. The engineer should be careful to make a study of his train in both starting and stopping. After the engineer makes the first start and stop or slow down, by careful observation he can tell how he must do his work in both cases, afterwards, to avoid complaint and criticism.

The throttle should be opened up gradually until the slack is all taken up in drawbars and couplings and the entire train started, then opened more as it is required When it is necessary to take the slack to start a passenger train it should be done as gently as possible. In making stops on passenger trains, the engineer should know the characteristics of the road and use the air brakes accordingly.

A stop with a passenger train should be made with one application, when possible, and by using the split reduction method. The initial reduction should not be made too heavy, not to exceed 6 pounds; then a wait for slack action to take place before making any further reduction; then light reductions until the required braking power to stop the train is obtained. When it is necessary to make a two application stop, sufficient time should elapse between the applications to allow the brake cylinder pressure to be fully discharged before making a second application. To insure a satisfactory release of all brakes, the total brake pipe reduction must not be less than 10 pounds. And in releasing the brakes the engineer must use the release position of the brake valve a sufficient length of time to insure the brake pipe's pressure being raised and equalized above the pressure in the auxiliary reservoirs before returning to running position.

It has been indicated by charts that have been taken recently, that some of the engineers do not leave brake valve in full release position a sufficient length of time to insure release of all brakes in train. This results in stuck brakes.

In making water station stops with a passenger train, sufficient time should be taken to make a good smooth stop, without the use of the emergency application, or the independent brake, as it is not an emergency stop and cannot be accepted as such. When it becomes necessary to apply the brakes in emergency, the brakes should not be released until the train has come to a full stop; if the brakes should apply from any other cause, the engineer should immediately place brake valve handle in lap position and allow train to stop, before attempting to release brakes.

Careful manipulation on the part of the engineer will result in smoothly handled trains, even with poor equipment. But this is no excuse for neglecting the equipment and it should be maintained in good condition at all times.

Freight Train Equipment

In order to do good work and get good results, it is necessary to keep the air brake equipment in good condition on freight engines and cars, as well as on the passenger equipment. The engine must be kept free from leakage, especially on brake pipe and brake cylinders. The triple valves, cylinders, and distributing valves should be oiled and cleaned according to instructions.

Defective triple valves on freight cars, due to neglect of maintenence, very often result in an accident and damage to equipment and track. Leaky brake pipes and cylinder packing leathers permit a waste of air and power and are very expensive. The loss of power in a brake cylinder on any car or cars in a train adds so much more weight to be held by the cars that have good brakes. This results in a longer distance being required to make a stop, and in an

emergency case the accident may be serious.

The piston travel on engines and cars should be maintained within the limit of travel, as shown in book of instructions, Form 1118-D. The pressure in brake cylinders and pressure of brake shoes against the wheels is greater with the short piston travel than with the long travel, on cars and some engines and tenders. With the short piston travel, the maximum brake cylinder pressure is obtained in less time and the brakes can be fully released in less time, because of the smaller space to be filled with air and less volume to be discharged.

For grade work it is necessary to give the retaining valves and piping special attention. The retaining valve is connected to the exhaust port of the triple valve and when the handle of retaining valves is placed in the holding position, it retains a certain amount of pressure in the brake cylinder, while the auxiliary reservoir is being recharged.

There are two types of retaining valves in use, the single and double retaining valves. Some valves are of the weight balance and some of the spring balance. The single pressure valves hold 15 pounds pressure when handle is set for holding. The double pressure valves hold 15 and 30 and 25 and 50 pounds. When handle is set in the horizontal position it will hold the low pressure. When set at an angle of 45 degrees it will hold the high pressure. When the handle is in vertical position, it is in direct release.

Handling Freight Trains on Level or Low Grade Divisions

The air brakes on the engines and tender must be in good working condition before leaving the shops. The brakes on at least 85 per cent. of the cars in train must be in good working order, with the brake pipe free from leaks and piston travel not to exceed 8 inches, nor less than 5 inches.

After the engine is coupled to train and the train brakes have been charged to the maximum pressure throughout the train, and where the train has been worked with pressure from yard plant, after receiving the proper signal, the engineer will proceed to make a test of brakes, as follows: He will blow one long blast of whistle and make a 10 pound brake pipe reduction and hold the handle of engineer's brake valve on lap for one minute after exhaust stops blowing, and note the black hand on No. 2 gauge for brake pipe leakage, which should not exceed 7 pounds per minute. After receiving the signal to release brakes, the engineer will do so by placing handle of brake valve in full release position, until brake pipe pressure reaches to within 5 pounds of maximum pressure. Then, after brake valve handle is returned to running position for a few seconds, engineer will return brake valve handle to release position for a few seconds and back to running again. This is to kick off any of the brakes on front part of train that may have applied by an overcharge.

On freight trains of more than 25 cars, engineers will stop train short at all water stations and coal tipples, leaving air brakes applied, and cut engines off while taking coal or water. If on grade, hand brakes must be set. With long freight trains, stops should be made with one application, but with not less than 2 reductions, the initial reduction to be not less than 8 pounds, followed up with light reductions. When about 40 feet from stop, a further reduction of 6 to 8 pounds should be made, and the brake pipe exhaust blowing at time of stop. The effect of final reduction is to start the slack in at a time too late to run out again, and to have train bunched from front end at final stop. To release brakes promptly after making couplings, following cutting off for coal, water, or switching, the main reservoir pressure should be made as high as possible. In order to obtain this the handle of the automatic brake valve should be placed on lap position a sufficient length of time before coupling is made to have obtained maximum main reservoir pressure, before air is cut into train. It is wrong to have the automatic brake valve handle in running position when coupling to train. After cutting air into train, place brake valve handle in full release position and let it remain there until the brake pipe pressure has reached to within 5 pounds of maximum, then place in running position and charge brake pipe pressure to maximum through feed valve.

After using the full release position to charge brake pipe and returning to running position, brake valve handle should be placed in full release again for a few seconds to release any brakes that may have applied, because of an overcharge on front end of train. But valve handle should not be moved from running to release position when brake pipe is fully charged, for should the brake pipe pressure be raised above adjustment of feed valve, some of the brakes on front part of train are liable to set, because of an overcharge. Brakes on a long train should not be released after an emergency application until train is stopped, no matter how high the speed may be. In case the brakes are applied from train, the brake valve handle should be placed in lap position and steam shut off, until cause is ascertained. A hose may have burst or the train parted.

Grade Braking on Freight Trains

All trains leaving terminals should have the brakes tested and put in condition to be handled down the grades. The brake pipe leakage on train and engine should not exceed 7 pounds per minute and piston travel should not exceed 8 inches. All retaining valves and pipes should be in good condition before leaving terminals and descending heavy grades.

The condition of the air brakes must be determined immediately before starting down, by making a road test. When making this test, engineer will signal train crew by one long blast of the whistle, after which he will make a full service application of brakes and when man on rear of train observes the brake apply on rear car, he will signal to release brakes. After the brakes have been released and the caboose gauge registers a pressure of not less than 90 pounds in brake pipe and the required number of retaining valves have been turned up to holding position, he will signal to proceed. The conductor must know the number of good brakes in train and before starting down the grade he must advise the engineer the number of good brakes in train, also the actual tonnage of train. The higher the tonnage per good brake the harder the train will be to hold.

As the use of hand brakes while running increases cracked and slid flat wheels and interferes with good air braking, the use of hand brakes should only be to the extent of assisting in holding the train on grades in emergency and the hand brakes should only be set sufficiently tight to do the work and avoid heating of the wheels.

In starting over the summit the engineer should make the first application of the air, as soon as practicable, without stalling the train. This is to test out the holding power of the brakes while speed is low, and to charge cylinders and retaining valves, to hold train under control, while recharging auxiliary reservoirs.

The speed of trains on heavy descending grades should not exceed 15 miles per hour. The applications should be made light and as often as necessary to keep train under control. The air pressure on brake pipe and main reservoirs should be as near the maximum as possible at all times. The engineer must exercise good judgment to avoid slack bunching and running out harshly.

Handling of Power Brake Trains

All trains to be handled with power brakes alone on descending grades, should be prepared and put in proper condition at last originating or assembling terminal before reaching grade where it is to be handled as a power brake train. The condition of the air brake equipment must be determined by testing the equipment on each car to see that the brake cylinder packing leather is not leaking, that the retaining valve and pipe connections do not have any leaks and that the piston travel is adjusted so that it will not exceed 8 inches.

The engine must be tested out and repaired, if necessary, so that main reservoir leakage is less than 3 pounds per minute, brake pipe leakage less than 3 pounds per minute, brake cylinder leakage less than 5 pounds per minute, feed valve fluctuation is not more than 2½ pounds, and that air guages are in working order and register the proper pressure.

Before the engine is coupled to train the engineer will see that the main reservoir pressure is pumped up to the maximum, by placing the brake valve handle on lap position, or by cutting out low pressure governor head with cock at brake valve. After coupling to train, when engineer receives signal to test brakes, he will place handle of engineer's brake valve in full release position to charge train and let it remain in this position until the brake pipe pressure on brake pipe indicator on No. 2 gauge registers to within 5 pounds of maximum pressure carried, when he will place handle of brake valve in running position, and wait until the maximum brake pipe pressure is obtained and equalized throughout the entire train. He will then blow one long blast of the whistle and apply the brakes with a 10 pound reduction, and when blow stops at brake pipe exhaust port, he will note the brake pipe pressure on No. 2 gauge for one minute by watch. If leakage does not exceed 7 pounds per minute, the train is O. K. to proceed, but if the brake pipe leakage is more than 7 pounds per minute, engineer will notify conductor or air brake repairmen and they will repair the leaks or switch the defective brake cars out.

Before descending the grade there will be a retaining valve test made to determine the number of retaining valves that are holding the required 2½ minutes, and if the test develops that the tons per good brake do not exceed 95 tons, or the amount specified for the different grades, the train will be handled with power brakes alone as per special instructions for this work. If the tonnage per good brake exceeds 95 tons, or the amount specified by instructions for the different grades, it will be necessary to use some hand brakes to assist in holding the train on heavy grades; this to be decided on by the conductor and engineer at the expiration of test. Before starting down grade, all retaining valves will be set in holding position.

When trains are handled by power brakes alone on descending grades, after the entire train is over the summit of hill and before speed of train becomes too high, the engineer will make an application of air, of about 10 pounds, to charge up the brake cylinders and retaining valves. As soon as it is found that the brakes are holding, the engineer will release the brakes by placing the handle of engineer's brake valve in full release position and let it remain there until the maximum brake pipe pressure is obtained. Then brake valve handle can be placed in running position until it is necessary to apply brakes again. During the release of train brakes, with the handle of brake valve in release position with the E. T. equipment, the engineer must note that brakes on engine do not hold too hard and overheat and loosen the tires. This can be avoided by releasing the engine brake with the independent brake valve. The running position should not be used on grades to release brakes and recharge same, as feed valve is only used on level or low grade divisions and will not pass the air back into train fa t enough for grade work.

In handling trains on descending grades the speed should be maintained as uniform as possible, by making the applications often and as light as possible. With the uniform speed it does not require high cylinder pressure to hold train and this prevents high wheel temperature and burst wheels, and very often a bad accident. By making light applications, just enough to keep the retaining valves charged up, the speed can be kept at a more uniform rate and less air will be used. It must be remembered that the longer the time between applications the lower the cylinder pressure retained, and it will take more air to build up the cylinder pressure again. By permitting the speed to get too high, it will take more air to reduce speed again and less time to pump up the air pressure and recharge the train before making another application. The air brake is more powerful than the hand brake when fully applied, even when the hand brake is applied with a club.

The retaining valves are practically the same as a hand brake when they are set up, except that the holding power of the retaining valve fluctuates in accordance with the time between applications of the brake. The hand brake, when once set up, has practically the same holding power at all times while set up, and for this reason we have the excessive heating of wheels. Where the hand brakes are set up, in addition to using the air brake, it is very difficult for the engineer to regulate the speed of the train uniformly, and very often it will be necessary to use steam to keep train from stalling. The use of steam under these circumstances results in excessive fuel consumption and is very expensive.

When handling trains with power brakes alone, it is only necessary to use a drifting throttle at any time on the grade, and this does not consume much steam. It is more satisfactory to leave the control of the train in the hands of one man than it is with 4 or more.

The more trains that are handled on descending grades with power brakes alone, the less accidents we will have, due to broken and slid flat wheels, and the expense of the operation will be reduced, providing the instructions for maintenance and manipulation as herein outlined are carried out

L. Finegan Leaves Service

By H. T. Beck
Mt. Clare

ON JUNE 15, our former General Superintendent of Shops, L. Finegan, informed us of his intention of severing his connection with the Railroad and entering the commercial world.

It is difficult to express the feeling of his fellow workmen in parting with one who has worked hand in hand with them, throughout the most trying period of history, for our Country and for our Railroad. In Mr. Finegan we found a "man of men," broad, liberal, conscientious, and ever ready to help the needy ones.

Statement of Actual Average Miles Per Car Per Day
(Including Bad Order Cars)

Division	Apr. 1920	May 1920	June 1920	Highest Monthly Record Performance since January 1, 1912	Per Cent. Increase or Decrease June, 1920 Over Best Previous Record Inc.	Per Cent. Increase or Decrease June, 1920 Over Best Previous Record Dec.	Divisional Standing
Philadelphia	33.4	42.4	30.7	72.3	....	57.5	18
Baltimore	11.9	14.0	10.2	16.4	....	37.8	14
Shenandoah	15.0	17.0	14.4	23.0	....	37.4	13
Cumberland (East)	53.7	63.2	50 5	....	....	....	...
Cumberland (West)	38.0	43.6	38.6	....	....	....	...
Total	47.1	55.5	45.9	76.3	....	39.8	17
Maryland District	26.7	31.5	24.4	....	....	....	...
Connellsville	19.9	29.4	20.5	32.5	....	36.9	12
Pittsburgh	13.4	23.5	20.9	34.4	....	39.2	15
Pennsylvania District	16.4	26.3	20.7	....	....	....	...
Monongah	13.6	16.4	13.6	16.4	....	17.1	3
Wheeling	12.7	15.3	15.4	15.5	....	.6	1
Ohio River	22.2	25.9	27.0	37.2	....	27.4	6
Charleston	10.8	12.9	12.2	14.8	....	17.6	4
West Virginia District	13.5	16.5	15.1	....	....	....	...
Baltimore & Ohio Eastern Lines.	20.8	26.4	21.1	....	....	....	...
Chicago	20.5	31.0	26.0	41.0	....	36.6	11
Newark	17.2	26.7	24.5	36.9	....	33.6	9
New Castle	19.0	29.5	24.9	37.5	....	33.6	10
Cleveland	13.8	20.6	19.9	27.9	....	28.7	7
Northwest District	17.6	27.1	23.8	....	....	....	...
Ohio	42.9	48.6	42.1	69.5	....	39.4	16
Indiana	21.4	23.5	24.6	29.6	....	16.9	2
Illinois	16.1	20.2	20.3	29.7	....	31.6	8
Toledo	15.9	19.4	19.6	25.2	....	22.2	5
Southwest District	20.8	24.1	23.5	....	....	....	...
Baltimore & Ohio Western Lines	19.0	25.8	23.7	....	....	....	...
Baltimore & Ohio System	20.0	26.2	22.3	....	....	....	...

Office of General Superintendent of Transportation - Baltimore, July 17

Mr. Finegan was born in Chico, California, in 1878. He worked for the Santa Fe and the Delaware & Hudson Railroads, the General Electric Company, American and Baldwin Locomotive Works and the Boston & Albany Railroad before he came to work with the Baltimore and Ohio, May, 1911. From the position of master mechanic at Glenwood Shops, he was promoted to superintendent of shops at the same station. On December 1, 1915, he came to Mt. Clare in the capacity of superintendent of shops and has been with us until this time.

The esteem in which Mr. Finegan was held by his employes was manifested by their presenting him with a beautiful diamond ring and stick pin. The girls in the Electric Welding Department also surprised him with gifts of a gold penknife and a fountain pen.

In order to define him as the man that we knew him to be, we compare Mr. Finegan to the man in Kipling's poem "If." This poem is quoted below, for we know of no better comparison.

"If"

By Rudyard Kipling

If you can keep your head when all about you
Are losing theirs and blaming it on you;
If you can trust yourself when all men doubt you,
But make allowance for their doubting you;
If you can wait and not be tired by waiting,
Or being lied about, don't deal in lies,
Or being hated don't give way to hating,
And yet don't look too good, nor talk too wise.

If you can dream—and not make dreams your master;
If you can think—and not make thoughts your aim,
If you can meet with Triumph and Disaster
And treat those two impostors just the same;
If you can bear to hear the truth you've spoken
Twisted by knaves to make a trap for fools,
Or watch the things you gave your life to, broken,
And stoop and build 'em up with worn-out tools.

If you can make one heap of all your winnings
And risk it on one turn of pitch-and-toss,
And lose, and start again at your beginnings
And never breathe a word about your loss;
If you can force your heart and nerve and sinew
To serve your turn long after they are gone,
And so hold on when there is nothing in you
Except the will which says to them:
"Hold on."

If you can talk with crowds and keep your virtue,
Or walk with kings—nor lose the common touch,
If neither foes nor loving friends can hurt you,
If all men count with you, but none too much;
If you can fill the unforgiving minute
With sixty seconds' worth of distance run,
Yours is the earth and everything that's in it,
And—what is more—you'll be a Man, my son!

Next to His Bible—The Magazine

Baltimore, Md., July 7, 1920.

The Editor,
Baltimore and Ohio Magazine,
Baltimore, Md.

Dear Sir—Please change the address to which you have been sending my copy of our Magazine to No. 16 Rosedale Avenue, Hamilton. Am living in the city again. Received numbers for May and June, a favor I appreciate very much. Next to my Bible, I believe I would rather read the Magazine than any other reading matter I have.

Again thanking you for your kindness to an old pensioner, I am, with much respect,

Very truly yours,
(Signed) Daniel W. Duvall.

Car Mile Rhyme

Little Bo Peep
Shipped two of her sheep
On our Q. D. train from the West,
And Nanny and Billy
Brought good prices at "Philly"
For they reached there ahead of the rest.

SAFETY DEPARTMENT

Record of Shops, Showing Man Hours Worked Per Injury, May, 1920

Honor Roll Shops Are Those Having No Reportable Injuries

This Month's Honor Roll	Injuries	Man Hours Worked	Rank in April
East Dayton	0	56,916	Honor Roll.
Gassaway	0	52,694	Honor Roll.
East Chicago	0	39,040	21
Cone	0	37,052	Honor Roll
Flora	0	28,376	12
Zanesville	0	27,268	Honor Roll
Seymour	0	20,876	Honor Roll

Rank	Shops	Man Hours Worked	Number of Injuries	Man Hours Per Injury	Rank in April
1	Glenwood (Back Shop)	199,844	2	99,922	22
2	Benwood	130,540	2	65,270	10
3	New Castle	123,248	2	61,624	2
4	Lorain	114,760	2	57,380	1
5	Lincoln St. (inc. Robey St.)	97,584	2	48,792	9
6	Cleveland	133,091	3	44,364	20
7	Chillicothe	165,363	4	41,341	26
8	Holloway	73,903	2	36,952	29
9	Fairmont	73,105	2	36,552	6
10	Washington	230,081	7	32,869	4
11	South Chicago	65,732	2	32,866	25
12	Weston	32,455	1	32,455	7
13	Somerset	32,060	1	32,060	8
14	Lima	120,941	4	30,235	5
15	Rossford	59,832	2	29,916	3
16	Haselton	29,678	1	29,678	Honor Roll
17	Glenwood (Master Mechanic)	145,924	5	29,185	11
18	Painesville	51,692	2	25,846	13
19	Grafton	140,490	6	23,415	18
20	Connellsville	158,856	7	22,693	24
21	Newark	290,327	13	22,333	27
22	Stock Yards	35,981	2	17,991	Honor Roll
23	Storrs	97,122	6	16,187	16
24	Ohio River (High Yard)	47,708	3	15,902	14
25	Cumberland (Back Shop)	105,870	7	15,124	34
26	Willard	101,026	7	14,432	31
27	Ivorydale	175,774	13	13,521	17
28	Keyser	270,790	22	12,309	30
29	Ohio River (Low Yard)	71,520	6	11,920	23
30	Cumberland (Master Mechanic)	228,969	20	11,448	19
31	Martinsburg	29,530	3	9,853	35
32	East Side	134,398	18	7,467	15
33	Mt. Clare	479,207	66	7,261	33
34	Garrett	121,028	18	6,724	32
35	Brunswick	115,710	18	6,428	28
36	Riverside	155,272	32	4,853	30

Total Injuries by Months:

January, 302; February, 239; March, 303; April, 282; May, 313.



The Veterans' Picnic at Somerset

THERE was an old story told at beautiful Edgewood Park at Somerset, Pa., on July 29; an old story of old experiences, old anecdotes, old railroaders and old friendships. Old in point of years and service were the principal characters in the story—those veterans of the Baltimore and Ohio—some of them as old as many of the beautiful trees under which they rested and lunched and talked. Like these full-leaved trees also were they in their renewal of youth on this particular occasion, for their minds and hearts harked back to earlier times, and they drank at the fountains of boyhood and youth and sturdy maturity as they recalled the scenes and friendships of bygone days.

One of our Maintenance of Way officers put it attractively that morning as we were running along the beautiful gorge cut in the mountains by the Castleman River:

"We don't have to worry about our track up here—somehow it takes care of itself. It seems to grow along the mountain side just like the families of our trackmen do. Grandfather, son, and grandson sometimes work on the same section, the young generations born with railroading in their blood, and with a mark of perfection in track maintenance always before them in the work of their elders."

Of such a strain of steadfastness, hardihood and Baltimore and Ohio ancestry and relationship were the hundreds of veterans from Cumberland, Connellsville and Pittsburgh who, with their clans running the attendance to more than five thousand, made their pilgrimage to Somerset that day.

And what a day! An unclouded sky, the air cool, bracing, sparkling, the greensward so clean and soft and well tended that any spot on its broad expanse beckoned one to a comfortable seat; great, clean limbed, healthy trees; attractive pavilions for the speaking, dancing, restaurant and the concessions; charming little cottages for vacationists; a splendid baseball field; a wonderful fountain of delicious spring water;—all these things make the park an ideal *rendezvous* for a holiday.

Pittsburgh sent 13 coaches in its special, Cumberland 9 and Connellsville 7, and by eleven o'clock these had arrived safely at the park. Connellsville brought a band of 30 pieces and Cumberland its band and shop quartet with the veteran, "Ed" Warner, in charge.

Meantime, the inspection train of President Willard from Baltimore had arrived, and gone up the branch to Somerset to see the most attractive little brick station of the Railroad at that point and to make a brief inspection of the engine house facilities and yard. Everything looked as spick and span as could be, even to the long trains of gondolas, carefully and neatly loaded with the precious product of the hills above and about the town. While the veterans were beginning their reunion and many officials of the Railroad had come to make holiday with them, the great coal trains reminded one that other men of the rail were doing their best to speed up the movement of the much needed fuel to the big cities for the industries and for export.

With President Willard on the special were Vice-Presidents Galloway and Fries; J. S. Murray, assistant to president; S.



The Cumberland Band welcoming the veterans at the park entrance



Part of the crowd at the Cumberland-Connellsville ball game—there were as many more spectators under the trees beyond the outfield. This play, on a two-bagger, gave Cumberland its first two runs toward their winning score of 7 to 2

Ennes, general manager, Eastern Lines, and his assistant, C. G. Martin; George H. Emerson, chief of motive power and C. A. Gill, superintendent of motive power, Eastern Lines; Earl Stimson, chief engineer maintenance, and S. A. Jordan, engineer maintenance; W. B. Calloway, passenger traffic manager; L. C. Sauerhammer, assistant to operating vice-president; J. F. Keegan, general superintendent, Pittsburgh District, and T. J. Brady, superintendent, Connellsville Division.

The official party was met at the station by a delegation of the veterans headed by George H. Sturmer, their Grand President, Harry Allison, President of the Cumberland Division Association, George A. Bowers, President of the Baltimore Division Association, and others. The Cumberland band led off and a parade was formed, with veterans, officials and a generous mingling of younger folks, even to babes in their mothers' arms, in line, to the auditorium.

After a few minutes of informal handshaking on the platform between the veterans, and President Willard and Vice-Presidents Galloway and Fries, the Rev. I. H. Wagner, secretary and treasurer of the Somerset Chamber of Commerce, extended a cordial welcome to the veterans. Mr. Wagner spoke with pride of the park which within the last year has been taken over by Somerset as a municipally owned property and in that period has been considerably beautified and improved. He welcomed the veterans and their friends in the name of the city, of the trustees of the park, of Somerset's women folk and of its families.

He spoke of the cordial relationship between the Railroad and the city and said that the Baltimore and Ohio was always willing to cooperate in every way possible for the advancement of the interests of the city. He also referred to the fact that our employes living in Somerset had been among the most ready and liberal contributors to the fund necessary to secure and maintain the park.

In fact, everything that he said indicated that in this city, at least, the ideal neighborhood relationship between community and Railroad which Mr. Willard has set for Baltimore and Ohio men along the entire Line, is splendidly realized.

Grand President Sturmer graciously acknowledged Mr. Wagner's welcome and, after referring to the great public service of



The Pittsburgh Special, the crew in white suits in the foreground. Note coal train left on its way to the Main Line



For descriptions, see opposite page

President Willard, not only as a railroad man, but also as a public-spirited citizen, standing high in the councils of the nation during the World War, he presented him to the visiting Somerset folk, to the officers and employes of the Railroad, and their families.

Mr. Willard was in high spirits; he is thoroughly at home among men of the rail, with whom he has spent the more than 40 years of his business life. He was humorous and serious by turns, took the veterans into his confidence as he never has done before, and inspired their frequent and hearty applause. His address is so frank and persuasive a plea for the rekindling of that old time loyalty that he knew as a young man in the ranks, that we are glad to be able to print it, beginning on this page.

C. W. Galloway, vice-president, operation and maintenance, followed Mr. Willard. As a real Baltimore and Ohio boy, born in the service because of his direct railroad ancestry of two generations, well-known to many of those who listened to him because he had shared the same tasks and accomplishments with them in earlier days, Mr. Galloway received a rousing welcome.

He spoke in part as follows:

"There is little I can add to the comprehensive talk of our president. He has spoken to you frankly, as man to man, and set forth the true ideal of relationship between the Railroad and its men. There is just one point of importance which Mr. Willard, in his modesty, failed to emphasize, and that is this:

"Under the Transportation Act of 1920, the law under which the railroads are now operating, greatly increased powers are conferred upon the Interstate Commerce Commission.

"Working with the Commission in the closest relationship is the Association of Railway Executives, representing practically all of the railroads of the United States. This Association has recently conferred a great honor on Mr. Willard and, because he is our president, a great honor on the Baltimore and Ohio, by making him chairman of their Advisory Committee of Nine to handle in an executive capacity with the Commission the important problems of car distribution, maintenance and transportation in general.

"This makes our responsibility as Baltimore and Ohio men greater than it has ever been before. As we have a just and natural pride in the leadership which this appointment confers on President Willard, we also have a consequent privilege and duty in seeing that the Baltimore and Ohio stands in the front rank of railroads from the standpoint of operating efficiency.

"We will try to perform our task so well that we will keep other railroads hard at it to measure up to our standards. Without the cordial support of you men and our other employes we cannot do this, but with you, we can."

If the applause and cheering which greeted Mr. Galloway's brief talk is indicative of the real spirit of our men, there is little doubt but that we are about to enter into an era of unprecedented good feeling and be one of the first railroads to reach the high operating standards which have been set by the Association of Railway Executives.

Following Mr. Galloway's address, Mr. Sturmer declared the speechmaking over and bid the crowd disperse to enjoy themselves.

Instead of having their lunches on their official cars, all of the officers at the picnic brought box lunches into the park and in many happy groups enjoyed the lunch hour with the veterans, their families and friends.

Somerset had taken Cumberland into camp at baseball by a score of 1 to 0 in the morning, but Cumberland got back handily by beating Connellsville in the afternoon session by 7 to 2. At the second game the first ball was thrown by President Willard. Before tossing it to the catcher he said:

"I declare the ball in play. Play square, play hard, play fair. Be good sports, and may the best team win."

No better keynote could be sounded as a guide for us in our everyday work. The man who learns the pleasure of carrying that spirit into every job he tackles, on the Railroad, in his home or on the field of sport, can literally make out of every task that is set for him a real joy, the feeling of having played the whole game of life dead on the level, of having been fair in every relationship, of having the gratifying satisfaction of honest and helpful accomplishment.

The Folks on the Opposite Page

1—They came in trucks and all sorts of conveyances. 2—These did not get to the Picnic: H. Hause, brakeman; M. F. Heller, brakeman; W. M. Walker, extra conductor; all of Connellsville Division. 3—President Willard chatting with President Allison of the Cumberland Chapter. 4—J. P. Duane, machinist helper, Glenwood, 27 years' service; P. J. Harrigan, mechanical examiner and President of Connellsville Chapter, 52 years' service; John McCabe, machinist helper and Notary Public, Glenwood, 22 years' service. 5—Mr. Ennes and Mr. Keegan admiring Somerset station. 6—At the spring. 7—By special request. 8—F. T. Robinson, engineer, 22 years' service; A. R. King, general foreman, Connellsville shops, 35 years' service; D. G. Wagner, machinist.

Extracts from Remarks Made by Daniel Willard, President, at Picnic Held by Baltimore and Ohio Veterans' Association at Somerset, Pa., July 29, 1920

IT HAS given me very great pleasure to be here today and to have the opportunity of meeting so many of the members of the Baltimore and Ohio family, and particularly the members of the Veterans' Association. The Baltimore and Ohio family is a very large one, consisting at the present time of approximately 75,000 persons, and I want to tell you why I think we all ought to be proud that we are members of this great family.

The Baltimore and Ohio Railroad was the first railroad started in the United States to do a general railroad business. Its charter was granted by the Legislature of Maryland in February, 1827, and the actual work on the project was started in Baltimore 92 years ago this month. At that time the locomotive was almost unheard of in this country and was only in the experimental stage in England. For some years the cars that first ran over the Baltimore and Ohio Railroad were drawn by horses, although some experiments were made with sails and one car was actually equipped to be operated by horse power, but that experiment was not a success. In 1832 a small locomotive equipped with an upright boiler was built for the Baltimore and Ohio Company, and while very crude, it was a distinct advance in the direction of the use of steam for locomotion purposes. Several engines of this particular type were built and were run on the Baltimore and Ohio Railroad for many years. One of these engines, named the "Atlantic," is still in existence, being stored at the present time in the roundhouse at Martinsburg, W. Va. It is still in condition fit to run, and occasionally is fired up and actually run under its own steam for exhibition, or perhaps I should say historical, purposes.

The science of railroading was new and undeveloped when the Baltimore and Ohio Railroad was started. The early reports of that Company are filled with accounts of interesting experiments conducted for the purpose of determining some of its fundamental principles. For instance, experiments were made for the purpose of determining whether the flange should be on the outside or the inside of the car wheel. As you all know, it was finally determined that it would be better to have the flange on the inside, and that is the standard practice the world over today.

















For descriptions, see opposite page

The four wheel engine truck which was for a long time a distinctive feature in American locomotive engine design, was invented by a mechanical officer of the Baltimore and Ohio Railroad Company. The first practical use of the electric locomotive was made by the Baltimore and Ohio Company, and the first Mallet locomotive used in the United States was also built for that Company and is still in service. The first message ever sent by the electric telegraph was sent from a Baltimore and Ohio building still standing near our Mt. Clare shops. I believe I am correct in saying that the first school for apprentices was also established by the Baltimore and Ohio Company, and many other important practices have been inaugurated and developed under the direct charge of the officers of our Company. The Boldman Bridge and the Fink Truss were invented by Baltimore and Ohio officers and both designs were used with satisfaction for many years, and until the requirements of heavy modern service necessitated a change in design.

I am glad to be associated with a Company that has contributed so much to the advancement of the science of transportation.

During the war between the States in 1861, the Baltimore and Ohio Company, because of its geographical location, was called upon in numerous cases to render most valuable service to our Government, and in no case was either the Company, the officers or its army of employes in any sense found wanting.

During the great World War, which ended in November, 1918, the Baltimore and Ohio Company was again called upon to render a very important service. As you know, all the railroads in the United States were taken over by the President on January 1, 1918, in order that they might be used in such a way as to render the most effective service in connection with the war program. The Baltimore and Ohio Company was called upon during the war to move an enormous quantity of coal, steel and iron required for munitions, and food stuffs necessary for our Allies, and in order to do this the long haul class of business which ordinarily moves over the Baltimore and Ohio rails between its western and eastern termini was largely diverted to other lines. The Baltimore and Ohio officers and employes of every grade and station rendered most important service in connection with the winning of the war.

In addition to the work done by Baltimore and Ohio officers and employes in line with their ordinary duties, nearly 7,000 Baltimore and Ohio employes entered the service of the Government and put on the United States uniform. Nearly 3,000 of that number went to France and all would gladly have gone if called upon to do so. Of those who went to France 51 lost their lives on the battlefields and double that number were wounded. This also is an honorable and creditable record of which we may all justly feel proud.

During the period of Federal control the Baltimore and Ohio property was divided into a number of sections or regions, and its organization was very much disarranged. On that account and because of the diversion of business, which the Company had spent many years in developing, the Baltimore and Ohio probably suffered more as a result of the war than was perhaps the case with any other railroad. Yet no one complained, because whatever was done was thought to be necessary in order that we might the more quickly win the war. But the changes which I have referred to have left many difficult problems to be worked out now that peace has been restored. However, with the hearty support and cooperation which I feel confident we will have of all the members of the great Baltimore and Ohio family, I have no doubt that we will successfully overcome our difficulties in the future as we have always done in the past.

During the period of Federal control it was claimed by many that the magnificent railroad system of the United States, which had been built up on the theory of private ownership and operation, could not in the future be satisfactorily managed on that basis and that either Federal control or Government operation would finally come about. Concerning such an important subject as this there was, of course, a wide divergence of opinion. Personally, I always have been and still am a firm believer in private ownership and operation of railroads because I believe this method assures the best and most economical service, and I always have been and am now opposed to Government ownership and operation of the railroads. Certainly it is clear that Congress, after a very full investigation of the matter, reached the definite conclusion that it was better to continue the system of private ownership and operation, and the Transportation Act of 1920 was framed with that end in mind.

There is one provision in the Act of 1920 which I wish to discuss briefly at this time, and that is the provision which refers to the settlement of labor disputes which may arise between the railroad companies and their employes. The Act provides, first, that railroad companies and their employes shall make every possible effort to adjust their differences between themselves, but foreseeing that occasions might arise when it might be impossible for the companies and their employes to reach an agreement concerning such matters, the law provides for the creation of a Labor Board to act as a court of arbitration in such cases. The Labor Board consists of nine members, three of whom are to be nominated by the railway employes and appointed by the President, three to be nominated by the railroad companies and appointed by the President, and three to be selected by the President direct—all members, however, to be confirmed by the Senate. You will note that the Labor Board so created consists of the same number as the Supreme Court of the United States and its members are appointed in the same fashion; that is to say, they are appointed by the President and confirmed by the Senate.

It was clearly the intention of Congress to provide, so far as it was possible to do so, a well qualified and intelligent body of men to pass upon the merits of all disputes which might arise between the railroad companies and their employes concerning wages and conditions of employment. The law specifically states that the Labor Board shall fix wages which shall be just and reasonable; not only that, the law lays down certain definite instructions for the guidance of the Labor Board when considering such matters. For instance, the Board is directed to consider the cost of living, the wages paid men engaged in similar undertakings, the hazard of the employment and any other fact or circumstance which ought to be considered in connection with such matters. In fact, the Transportation Act of 1920 places the railway employes in a preferred class, because never before has Congress legislated, so far as I know, in the interest of any particular class of citizens. Never before has Congress said that the workmen engaged in any particular occupation shall always and under all circumstances be paid wages that are just and reasonable, and also be given working conditions that are just and reasonable.

It is true that this action on the part of Congress was not taken primarily in the interest of the railway workers themselves, but in the interest of the people as a whole. Congress recognized the importance in the public interest of uninterrupted service on the railroads. It recognized that a cessation of work on the part of the railroad employes would inflict great suffering and injury upon the public as a whole. Congress apparently also recognized that it would not be fair to

Are Any of Your Friends Here?

On the opposite page you will find: 1—Howard Brockey and F. A. Dick, painters, Cumberland, both very happy; do you blame them? 2—The fine family of William McMann, Somerset, electrical helper. 3—The children were there in great numbers. 4—Cumberland's Safety rooters, J. T. Williams and family at the ball game, the Mr. and Mrs. taking turns with the megaphone in warning good railroad Safety boosters to "keep away from behind the bat." 5—E. N. Fairgrieve, car distributor, office of general superintendent, and MAGAZINE correspondent, Pittsburgh, his wife and friends. 6—Flagman H. E. McClure, and Conductor E. Zearfoss, 29 years' service, who handled President Willard's Special to Somerset. 7—Frank B. Appleby, engineer, 41 years' service, and C. A. McGinn, chief clerk to superintendent, Cumberland, and manager of the Cumberland Baseball team. 8—"Smile, please," and they did.



A REPRESENTATIVE GROUP OF VETERANS

Left to right: James A. Schuck, carpenter, Vice-President, Pittsburgh Chapter; Hugh McLaughlin, engineer; C. A. Richardson, engineer, Chairman Executive Committee, Pittsburgh Chapter; William C. Cox, smoke inspector, President, Pittsburgh Chapter, 55 years' service; D. L. Burns, passenger conductor, Treasurer, Pittsburgh Chapter; H. A. Ketzner, yard conductor; M. J. Fleming, train clerk, Cumberland Freight House, 48 years' service; H. Allison, President, Cumberland Chapter, 51 years' service; John Ketzner, carpenter at Cumberland, 51 years' service; W. F. Duncan, painter at Pittsburgh, 35 years' service

the railway workers to deprive them of their right to strike in order to secure for themselves just and reasonable wages and working conditions unless at the same time it provided some other means which would secure for the railway workers equally satisfactory results, and even then it did not forbid the railway employes to cease work in a body, or in other words, it did not forbid them to strike. What it did do, however, was to provide methods and agencies which it believed would secure to the railway workers everything that they could reasonably expect to secure even as the result of a successful strike, and having made such provisions it was hoped that the men would not want to strike, but would accept the arrangement and abide by the decisions of the Labor Board so created.

While there has been some criticism of the labor provisions of the Transportation Act by spokesmen claiming to represent labor, I feel confident that when the Act is more clearly understood, railway employes will realize that they have been given a preferred status and will willingly accept the provisions of the law; further, that in the future the public as well as the men themselves will be spared the suffering and inconvenience certain to be associated with all interruptions of the railway service. If the railway employes can obtain by virtue of the Transportation Act and by peaceable and orderly methods all that they could possibly hope to obtain as the result of a successful strike, there would seem to be no reason why they should want to resort to such methods of warfare in the future and every reason why they should feel glad because Congress has created such agencies as will guarantee to them just and reasonable wages and working conditions without the necessity of resorting to the strike.

The statement is frequently seen in print that the railroads of the United States are owned by a few very rich persons. I want you to know that that is not the case with the Baltimore and Ohio. The ownership of the Baltimore and Ohio Company, of course, rests with those who own Baltimore and Ohio stock. There are over 32,000 holders of Baltimore and Ohio stock at the present time and the average holding is 65 shares a piece. Over 16,000 shareholders have less than 20 shares a piece. It would be possible at the present time for the Baltimore and Ohio employes to purchase the actual control of the Company by an average expenditure of something less than $500.00 a piece, or if all Baltimore and Ohio employes were to set aside for 18 months the increase in wages that has just been awarded them by the Labor Board, the amount of money so set aside at the end of that period would be sufficient to buy the absolute control of the Baltimore and Ohio Company at the price at which its stock is now being sold. Such an arrangement, if carried out, would enable the Baltimore and Ohio employes to select the Board of Directors, to appoint the President and all other officers, and in fact, they could own and manage the property themselves. While it is not likely than such an arrangement will be carried out, it is at least interesting to consider how it might be carried out if all of the members of the Baltimore and Ohio family were of one mind and desired to do so.



HATS OFF, PLEASE!

Left to right: G. A. Schmoll, district master mechanic, Pittsburgh; "Andy" Moore, secretary to general superintendent, Pittsburgh; L. C. Sauerhammer, assistant to operating vice-president; S. Ennes, general manager, Eastern Lines; J. L. Strohmer, secretary to superintendent motive power, Eastern Lines; Archibald Fries, vice-president, Traffic and Commercial Development; J. F. Keegan, general superintendent, Pittsburgh District; Charles L. Todd, passenger conductor; W. W. Picking, district passenger agent, Cumberland

I have already said that I am a firm believer in the private ownership and operation of railroads and all other forms of property as a general policy, but railroad property is unlike most other kinds of property. The courts have said that it is affected with a public use, meaning that the service performed by the railroad is so closely related to the welfare of the public that the interest of the public must at all times be given first consideration. In some lines of business, in fact in most other lines of business, those who own a property have the right, if they see fit, to stop operations and shut down their factory or business if it does not pay and to start up again if they desire at some other time if they think it



A HAPPY GROUP FROM BALTIMORE

Left to right: J. L. Hayes, division freight agent, Cumberland; J. S. Murray, assistant to president; H. A. Lane, chief engineer; Colonel G. H. Emerson, chief of motive power; C. A. Rausch, secretary to president; J. J. Tatum, superintendent Car Department; W. B. Calloway, passenger traffic manager

will pay. This cannot be done by the railroads. They are required by their charters to maintain not only a constant service, but such a service as will meet the reasonable requirements of the public. They are required to do this at times even if it does not pay them, even if they cannot make any profit by so doing. The Constitution of our country, however, provides that the Government shall not take from any person his property without due process of law, and the recent Transportation Act provides definitely that the railroads shall be permitted to charge rates that will yield what is considered an adequate return upon the value of their properties devoted to the public use, but at the same time and at all times the railroads are required to give first consideration to the interests of the public and character of the service which the public requires. This makes it very necessary that the relations between the public and the railroads should at all times be friendly and that they should rest upon a basis of full understanding.



A group of veterans and officers at the entrance of the park. Right to left: S. Ennes, general manager, Eastern Lines; G. W. Sturmer, Grand President of the Veterans; C. W. Galloway, vice-president operation and maintenance



Left to right: S. A. Jordan, engineer maintenance of way; J. F. Keegan, general superintendent, Pittsburgh District; his secretary, "Andy" Moore; T. J. Brady, superintendent, Connellsville Division; C. A. Gill, superintendent motive power; G. A. Schmoll, district master mechanic, Pittsburgh District; J. L. Strohmer, secretary to Mr. Gill

When I first entered the railway service more than 30 years ago, very rarely did one ever hear anything said about the public character of the railroads. As a matter of fact railroads at that time were considered generally to be very much like any other kind of private business. That theory has been entirely changed within the last 20 years, and I repeat that today it is definitely understood that the public interest is paramount. I am anxious on that account that the Baltimore and Ohio Company should at all times render such a service as ought to meet and satisfy the reasonable requirements of its patrons. This, however, cannot be done unless there is a full and complete understanding on the part of all the officers and employes, of the duties which they owe the public as semi-public servants, which we all are. I hope you will all keep constantly in mind the semi-public character of your employment. I believe it is now the clear intent and desire of the people as a whole that the railroads should be treated fairly, but at the same time the public will expect to be well served in return. I have frequently said in the past when discussing this matter with officers of the Company that I wanted the Baltimore and Ohio Railroad to be looked upon as a good neighbor in all the communities which it serves, and I hope you will bear that constantly in mind and endeavor to so perform your duties, to so conduct yourselves as citizens of the community in which you live, that the people will realize that the Baltimore and Ohio Company is in fact a good neighbor and is in fact anxious at all times to do anything that it properly may do to promote the interests of the people and of the communities which it serves. This, in fact, is neither more nor less, as I view it, than our duty under the law, and, furthermore, it is selfishly in our best interests.

So far in my remarks I have not referred to the Veterans' Association because I have left the best until the last. I am proud of the fact that I am an honorary member of the Baltimore and Ohio Veterans' Association and that I am permitted to wear the button or emblem of the Association. We have in the employ of the Baltimore and Ohio Company about 20,000 men who have been in the service more than 20 years, and on that account are entitled to membership in the Veterans' Association, but I understand that only about 7,000 have actually joined the Association up to the present time, or approximately one-third of the number eligible. I do hope that those who are eligible will soon become identified with the Veterans' Association. It is something that has been created by yourselves. It is an honor to belong to it. The officers of the Company have absolutely nothing to do with its management and I believe that a great influence for good can be exerted through the Veterans' Association. An agency which may be helpful in this connection is the BALTIMORE AND OHIO MAGAZINE. This also is your agency, for, while the entire cost of printing and publishing is borne by the Company, it is, in fact, an open forum and through its columns any member of the Baltimore and Ohio family may send, and is invited to send, his message. We want the Veterans to take an interest in the MAGAZINE and, in fact, we want all employes of the Company to send to the Editor any items that in their opinion will be of interest to the other members of the Baltimore and Ohio family.

I am most happy to be with you today. I have enjoyed the opportunity of meeting so many who have spent their lives largely in the service of our Company. I have been glad to meet their wives, their sons and daughters, and I hope you will have a most enjoyable outing. I trust it will be my good fortune to have many more opportunities to meet with you under similar circumstances. As a parting word, I want once more to urge you all to keep in mind the relationship which should exist between all Baltimore and Ohio officers and employes. It should be a family relationship. I do not want you to feel, for instance, that you are working *for* me; I want you rather to feel that together you are working *with* me and *with* the other officers of the Company and that we are all interested in making the Baltimore and Ohio not only a useful agency to the public, but also a sound and reliable institution in which people may invest their money with full confidence that the great property entrusted to our charge will be managed honestly and efficiently at all times.

Women's Department

Edited by MARGARET TALBOTT STEVENS

August

Where the trees their shade are spreading,
Summer's footsteps softly treading,
August comes, a jolly fellow,
Changing earth from green to yellow.

Through the glen the reeds and rushes
Play their tunes on cat-tail brushes;
Tall fox-glove, her arms entwining,
To the sun her bells inclining.

Searching all the wide world over,
Resting now on hay and clover,
Yellow moon is smiling, beaming,
Like a maiden, sweetly dreaming.

Summer apples, sweet and mellow,
Marigolds and sunflowers yellow;
While upon the South wind flying,
August through the land's a'hieing.

Of Course I Smiled at Him

I AWOKE this morning with a start, the sun was bright and shining; the clock had fallen clean apart and showed its inside lining. 'Twas later than I thought it was, I had no time to lose, I grabbed a towel off the rack and hunted for my shoes. I burst three buttons off my blouse, I tangled up my hair, I broke a shoestring, bumped my head and tumbled down the stair. I lost the soap and couldn't find my toothbrush or my hat; I thought I'd surely lose my mind in such a plight as that. I had no time for breakfast, but I thought I'd take a bite; the milk was sour, the coffee cold, the toast as black as night. I ran to catch the trolley car—alas! I was too late; it left me standing in the street, and I—I had to wait. I got into the office as the clock was striking nine; "Good Morning, Miss," the Time Clerk said, "I hope you're feeling fine!"

Dear Women Readers:

I once knew an aged minister who was very fond of preaching about Lazarus. On every Sunday the congregation listened while he told of how Lazarus was raised from the dead. Now, there was nothing at all wrong with the sermon; nothing at all wrong with his delivery; nothing at all wrong with the subject; the only trouble was that he talked about the same thing so often that at each successive service there were fewer members present. They knew what they would hear if they went, for they had heard the same thing on the week before. But—and here lay the trouble—nobody felt that it was his duty to let the minister know the reason why his little flock dwindled away to only a few faithful followers. Finally, the old man was taken away from this charge and put on the pension list. It was because the congregation had had "too much Lazarus."

Now this minister, though approaching 70 years, was a broad-minded man; he always welcomed new ideas. Lazarus was one of his favorite scriptural characters, and he naturally, though quite unconsciously, compared every other person to Lazarus, every miracle of today with that of the healing of Lazarus. But, why under the sun didn't somebody tell him about his shortcomings so that he might have corrected them to the satisfaction of all?

I believe in giving bouquets where they belong, but "brickbats" are like spankings; they serve their purpose well and are always remembered. It would have been far better for the members of the congregation to have told their opinion to the minister instead of talking it over among themselves and deciding to remain away from the services.

Did you read that letter from one of our girls in the July issue? Of course you did, and so did I, a half-dozen times. It was a good one, and it woke me up to the idea that this is not only a "Woman's Department," but a "Girl's Department" as well. That letter is not exactly what I would call a "brickbat;" yet it is a splendid suggestion; it is a sample of the letters I want: letters from the girls in the offices, from the women in the homes, from those in the shops, and in every branch of our Railroad work; letters that tell me what you would like to read in the Women's Department. These letters will not be published without your approval, but they will be a mighty big help to the MAGAZINE. If you don't like what we have, say so; but say it to me, for I don't want my congregation of readers to dwindle away and my name put on the superannuated list because of "too much Lazarus." Let's hear from others.

Yours very truly,

Margaret Talbott Stevens

Associate Editor.

Choose Your Topics, Girls

BELOW you will find some topics that may suggest something for you to write about. Opposite the odd numbers are subjects for the Railroad woman in the home; the even numbers are for the girl in the office, shop, or elsewhere. Take the one that appeals to you, write your letter and send it in. Who'll be the first?

1. The Passing of the Gingham Apron.
2. Mary Jones, and Why She Has Succeeded.
3. House-cleaning Day.
4. Stories That I Like to Read.
5. The School Lunch.
6. Why I Like to Work for the Baltimore and Ohio.
7. The Problem of the Family Washing.
8. Some Pointers for Stenographers.
9. What We Like for Breakfast.
10. The Girls in My Office.
11. The Trials of a Housewife (humorous).
12. How to Write a Business Letter.
13. Hints for Mending Day.
14. Our Lunch Room (Here's a chance for some girl who works in the Baltimore and Ohio Building at Baltimore).
15. How I Find Time for Reading.
16. How to Keep Your Job.
17. Our Community Club.
18. My Employer.
19. Our Garden.
20. My Hobby.

A Couple of "Really Truly" Ones

Little Edna, daughter of one of our Mt. Clare men, was having serious trouble with spelling the words in a composition which she was writing. After much squirming around in her seat, she arose, and with her pencil in the corner of her mouth, approached her teacher.

"Please Miss, will you tell me how to spell "*gunner*"?

"Why, Edna, you must mean ***hunter***, don't you? H-u-n-t-e-r; that is a much nicer word," answered the teacher.

"No'm, it aint that kind of a ***gunner***," stated the wise little judge. "I mean ***gunner***. I want to say 'My mother's ***gunner*** make me a new dress.'"

Hilbert, whose daddy also rides the "5.15" every evening, has a very lively imagination. One morning he came running into school, almost breathless. "Oh, I just saw a bear—a big black one. He scared me so bad that I hit him with my history book. I reckon he thought he was in the Civil War, 'cause I knocked him down and he ran back through the woods singin' 'Marchin' Through Georgia.'"

"Anyway," he added, as he noted the smiles on the faces of his schoolmates, "he made me forget my history lesson."

African Belle

In Africa a crop of the blackest, curliest, closest hair imaginable makes a girl the belle of the kraal, especially if she be plump, with piggy eyes, thick lips, a nose like an India rubber shoe and a skin that shines like a cooking stove.—*Ladies' Home Journal.*

Two of Our Women Veterans Take a Trip Through the Golden West

FOR a long time Miss Elizabeth Bell, file clerk, and Mrs. Louise Sagle, matron, Camden Station, had planned to take a trip to the Western Coast. This year their dream was realized and the middle of July saw them speeding across the plains. Not content with the customary vacation of two weeks, they arranged to spend a whole month. And—but let them tell it.

"We are now in California," writes Miss Bell, "after a wonderful trip to the Northwest. We first went to Seattle, a lovely city that has a superb climate and magnificent scenery. We rode around beautiful Lake Washington, a trip of 40 miles and took a number of journeys through the surrounding country. From Seattle we went to visit my cousin, who has a farm at Mt. Vernon, Washington. This is one of the finest farms that I have ever seen. There is every labor-saving device, including a milking machine that can milk from two to four cows at once, and they don't kick (the cows, I mean). One day I shelled one and one-half pecks of peas for dinner, while Mrs. Sagle made the butter.

"We spent one day in Vancouver, an Americanized British town. There we rode for miles along Puget Sound, the Gulf of Georgia, English Bay and Frazer River. Then we went back to Seattle. There we noticed two first-class restaurants which were named, respectively, 'Puss-In-Boots' and 'Pig-'n'-Whistle.' We had a fine lunch at 'Pig-'n'-Whistle,' which advertises itself by a pig and a whistle in brilliant electric lights.

"From Seattle we took another trip to the country, where we picked oodles of raspberries and loganberries, enough to make us sick—but we didn't get sick, and gathered loads of flowers all along the way.

"Perhaps the most beautiful city of all was Portland, Oregon. There were roses everywhere—trailing on houses, stumps, along sidewalks; there were even rose hedges and in every nook and corner large enough to grow roses, roses were there. Portland is rightly called 'the Rose City.'

"Two days ago (July 21) we left Portland on a Southern Pacific train. We rode for hours in full view of snow-capped Mt. Shasta. At Shasta Springs we stopped for a treat—a drink of the spring water, but we found it the vilest stuff, worse than Epsom salts. We are now in one of the largest hotels in San Francisco. It is true we are living high—on the seventh floor—but the room is handsomely furnished and has twin beds, which gives Mrs. Sagle a chance to sleep comfortable and me the satisfaction of knowing that she will not roll over on my half of the bed.

"We will be in San Francisco for two or three days and then journey further south. Please be sure to save us two copies of the MAGAZINE."

The Red Stamp

I'm a stamp.
A postage stamp—
A two-center;
Don't want to brag, but I was never licked
Except once; by a gentleman, too;
He put me onto a good thing;
It was an envelope—
Perfumed, pink, square.
I've been stuck on that envelope ever since.
He drops us—the envelope and me—
Through a slot in a dark box;
But we were rescued by a mail clerk
More's the pity;
He hit me an awful smash with a hammer;
It left my face black and blue;
Then I went on a long journey
Of two days, and when we arrived—
The pink envelope and me—
We were presented to a perfect love
Of a girl,
With the stunningest pair of blue eyes
That ever blinked; she's a dream!
Well, she mutilated the pink envelope
And tore one corner of me off
With a hairpin; then she read what was inside
The pink envelope.
I never saw a girl blush so beautifully.
I would be stuck on her—if I could.
Well, she placed the writing back
In the pink envelope;
Then she kissed me. Oh, ye little godlets,
Her lips were ripe as cherries
And warm as the summer sun.
We—the pink envelope and me—
Are now nestling snugly in her bosom;
We can hear her heart throb;
When it goes fastest she takes us out
And kisses me,
Oh, say, this is great; I'm glad I'm a stamp—
A two-center.—*Scott Circle*

The Firelight

By Jean Rushmore

(Contributed by M. Alice Hamilton, Wilmington, Delaware, Freight Offices)

The future years for us—we two,
What cares and troubles shall they brew?

Ye dying embers, answer make.
Some pity on our blunders take.
Shall lilies white our pathway strew?

Shall each to each be ever true?
Are they of bright or somber hue,
The future years?

Thou flickering light, reveal to view
The hidden deeds that shall ensue.

Shall we from dreaming present wake
To feel some dull and throbbing ache?
Or shall they bring us joy that's new,
The future years?

Our Pattern Service

JUST a word to those who send in pattern orders. Be sure to fill out the regular blank in full. If you wish to order more than one pattern, follow the same plan on plain paper, giving the exact number and size of each pattern desired. It gives us pleasure to say that our pattern service is growing more popular every week. Do not forget that your friends may also order patterns from us, and that we can get for you any *Pictorial Review* Pattern at all.

What One Woman Did

Mrs. L. M. Montgomery, operator at Loogootee, noticed a car of leaking wheat in train No. 88 as it was passing her office. She immediately took up the matter with the crew and the car, M. C. 80624, enroute Sharpsburg to Baltimore, was set off for repairs. Mrs. Montgomery is commended for her watchfulness. We are proud to have her name on our Women's Honor Roll.



Commanding Variety Gives One-Piece Frock First Place in World of Dress

By Maude Hall

THERE is a fine but sound distinction between being well-dressed and dressing well and no one knows better how to determine it than the woman who gives discriminating attention to her clothes. It is easier to be well-dressed on a limited income, with good taste and clever management, than it is to dress well, with plenty of money to spend, if one selects clothes for their value instead of their effectiveness.

Women selecting frocks that will carry over from season to season are giving preference to one-piece models or models in one-piece effect, even though skirt and blouse be made separately. It is its commanding variety that gives first place in the world of dress to the one-piece model. There are almost as many designs as there are makers, and each design offers some novelty of construction or of trimming that makes it individual.

One of the newest effects features the new long-waisted blouse with straight belt cut in one with the front of the waist. It fastens at the back and the belt effect is emphasized at the sides only, where there is usually a decoration of braid or embroidery.

A taupe serge made in this way has the skirt gathered to the blouse and trimmed about the lower edge with fruit designs which may be either appliqued or embroidered.

Braiding makes a charming garniture for the one-piece dress, especially when two materials are combined in developing the model. Take, for instance, a black satin skirt and white silk crepe de chine blouse. The braiding is used in deep girdle effect on the blouse and stitched upon a background of white crepe de chine, also forms an effective trimming for the lower edge of the skirt. In high contrast with the design on the waist and skirt is the single line of braiding on the short sleeves and round collar.

Milady revels in silks and satins, giving much attention to the foulards, which are delightful fashioned into one-piece frocks. A black and white affair has the waist made with open front which is filled in with white satin and a vest of good lace. There are revers of satin turning back from the lace, while collar and tiny turnback cuffs correspond with the vest. The hat is of white satin with crown formed of small daisies and pink geraniums.

White foulards with polka dots in various colors and of conservative size, boast an allure which is piquant rather than picturesque, although they are affected by many women with a predilection for picturesque clothes. A model in blue and white with round neck and less than elbow sleeves has the gathered skirt trimmed at the sides with bands of self-material stitched on in panel effect. The belt is of dark blue moire and the waist is trimmed with a panel front in white organdy hemstitched in blue, the cuffs matching this bit of decoration in material and adornment.

One of the old-world designers faces the tunic of a blue and white gingham frock with a band of self-material, then stitches above this band a deep fold of plain blue organdy. To be more exact, the tunic is the lower part of a long blouse which is held in at the waist with a narrow leather belt. Collar, cuffs and pockets are of the blue organdy and a bit of black velvet ribbon is tied under the collar at the front. The skirt is finished with a deep hem and is both full and short.

Because it is youthful and generally becoming, the one-piece frock may be counted upon to appear among the first offerings for early Fall. Of course, it will come first in serge—the dark blue and browns, with a decided sprinkling of dark green and gray.

Several smart new ideas are expressed in lace, which is used to adorn panels, finish



Dress [illegible] Dress 8961 Dress 8949 Dress 8980 Dress 8958

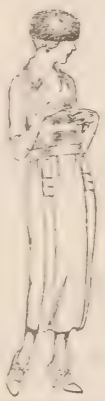
35 cents for each of the above patterns



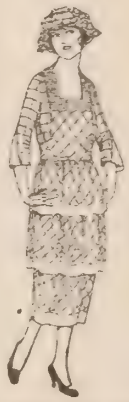
Dress 8721



Dress 8911



Dress 8954



Blouse 8926, Skirt 8962

tunics, peplums, etc., form sections of sleeves, or for vests and collars, to say nothing of the hundred and one ways of stitching it in plain bands upon skirts and draperies. A formal frock for afternoon or dinner wear is carried out in gray satin, the skirt being trimmed at the lower edge and about the hips with bands of wide and narrow lace. Streamers of ribbon, caught about the hips, above the lace, fall to the lower edge of the skirt where they are caught under the hem. The blouse is a kimono model, with a lace band around the back and front. Ribbon binds off the square neck and supplies a daintily decorative touch for the short sleeves.

Lace figures again in a frock of soft white batiste trimmed with a panel arranged in apron effect. The lace finishes the lower edge of the panel at the front and forms the collar, vest and upper part of the flare sleeves. At the waist the fullness is held in with a narrow ribbon belt, the panel above the belt, extending in tabs around to the sides where they are secured with ribbon ornaments. At the sides of the skirt there are separate panels, looped at the hips, but so arranged that they may be omitted, if preferred.

DRESS No. 8954. Sizes, 34 to 50 inches, bust.

DRESS No. 8961. Sizes, 34 to 44 inches, bust.

DRESS No. 8949. Sizes, 34 to 50 inches, bust.

DRESS No. 8980. Sizes, 34 to 48 inches, bust.

DRESS No. 8958. Sizes, 34 to 50 inches, bust.

DRESS No. 8721. Sizes, 34 to 44 bust. Price, 30 cents.

DRESS No. 8911. Sizes, 34 to 44 bust. Price, 35 cents.

DRESS No. 8954. Sizes, 34 to 50 bust. Price, 35 cents.

BLOUSE No. 8926. Sizes, 34 to 48 bust. Price, 30 cents.

SKIRT No. 8962. Sizes, 24 to 34 waist. Price, 30 cents.

Home Dressmaker's Corner

Simple and Attractive Model for a House Apron with Front and Straps Cut in One

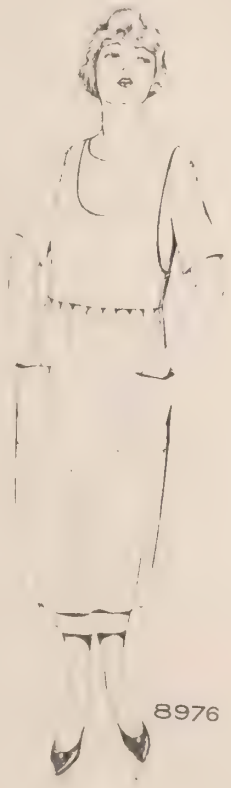
VERY dainty are the aprons designed for the use of the housewife this season. They are made up in a variety of attractive materials, cretonne being in great demand. A new and simple model is pictured here, the front and shoulder straps being cut in one. The apron closes at the back, the three-piece gathered skirt being attached to the lower edge of the waist. There are large patch pockets for trimming, as well as service, but these may be omitted, if desired.

In medium size the apron requires 3¼ yards 36-inch material. Two sections of the pattern, the front gore of the skirt and strap of the waist, are so laid on the material that the triple "TTT" perforations rest along the lengthwise fold. The back, back gore of skirt and pockets have the large "O" perforations laid on a lengthwise thread of the goods.

As the front and shoulder straps are cut in one, there is no shoulder seam, so in making the apron, first close the underarm seam as notched. Turn hem in back section next (on right side) on large "O" perforations, which indicate center-back and allow left back edge to extend for an underlap. Sew back edge of strap extension to upper edge of back section A, matching double notches.

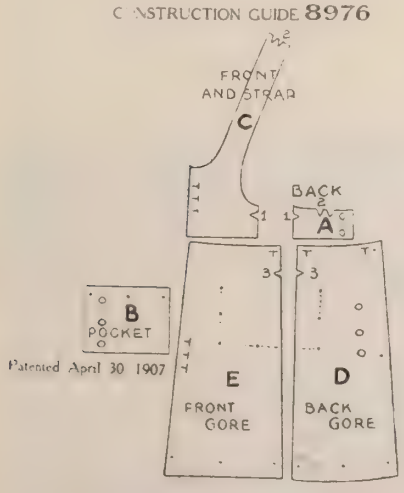
Next, take the skirt and join gores as notched. Turn hems at lower and back edges of skirt on small "o" perforations. Gather skirt at upper edge between "T" perforations. Sew skirt to lower edge of waist with centerfronts and back edges even and bring side seam of skirt to underarm seam.

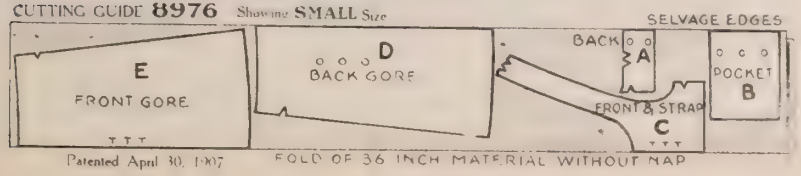
Turn hem in pocket at upper edge on small "o" perforations. Adjust to position on skirt between the indicating small "o" perforations in front and back gores. The edges of the neck, armholes and pockets



may be scalloped and buttonhole or bound with braid, if preferred.

APRON No. 8976. Sizes, small, medium, large. Price, 25 cents.





Recipes

Summer Drinks

WHAT is more welcome on a hot day than a nice, cooling drink? Summer drinks are best prepared at home; not only have the prices of sodas gone up, but at many fountains they are of an inferior quality. Those made at home are pure and wholesome and they cost a good deal less. Root beer is one of the favorites this year. For about twenty cents you can purchase a bottle of the essence which, with the addition of yeast, sugar and water, will produce about five gallons of root beer, which may be placed on ice and used as needed. Others, like fruit punch, are a little more expensive, but are always liked. Lemonade is the old-time standby.

Grape Juice

Pick and stem the grapes. Weigh them. Put into a kettle with enough water to cover. Boil until the pulp and seeds separate. Strain. Add three pounds of sugar to ten pounds of grapes. Let simmer until sugar dissolves well and the mixture boils. Bottle hot. When serving add a few teaspoons of orange or lemon juice to each glass. Dilute with crushed ice.

As a fitting accompaniment to any of the above refreshments, the following recipe for date cake is one that you will like.

Date Cake

One package Dromedary dates, cut into bits. To one cup of hot water add a teaspoon of baking soda. Pour on dates and let stand until cool. Add 1 cup sugar, 1 tablespoon butter, 1 egg, a pinch of salt, 1½ cups flour, flavoring to suit taste, preferably vanilla. Bake in loaf and ice with any plain, boiled icing.

NOTE: We are indebted to one of the best housekeepers in Baltimore for the recipes for grape juice and date cake.

Grape Sweetmeat

Eight pounds grapes, 1½ pounds seedless raisins, 2 oranges, 4 pounds sugar. Skin the grapes, put pulp in kettle and bring to boiling point. Boil a few minutes, then strain it; take through press to remove the seeds. Add skins and boil 15 minutes. Add 4 pounds sugar, oranges sliced thin and raisins; boil gently until it is of the consistency of marmalade.

Iced Chocolate

2 squares chocolate.
⅔ cup granulated sugar.
¼ teaspoon salt.
1 cup boiling water.
3 cups ice-cold milk.

Melt the chocolate by placing it in a pan over boiling water. Add the sugar, salt and boiling water, stirring constantly until mixture comes to a boil. Let boil 5 or 6 minutes. Set aside to chill. When ready to serve, add milk. The addition of a tablespoon of vanilla ice cream or whipped cream to each cup improves the flavor of this delicious refreshment. This recipe makes four glasses.

Grape Juice for Winter Use

Sterilize a quart jar. Put 1 cup grapes and 1 cup sugar. Fill jar with boiling water and fasten tops securely. Put away in cool dark place. When ready to use you will find that the grapes have settled at the bottom, and the juice on the top. The grapes will be in almost the same condition as when put into jar, and may be served with the juice or eaten separately the same as ripe grapes. The juice is excellent. Be sure that the tops of the jars are perfectly air-tight.

WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, cliping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mount Royal Station."

Try our pattern service—five days from day you mail order to day you get pattern.

Name .....
Street .....
City..... State .....
Size.....
Send pattern number.....



Ohio River-Charleston

July 10

Our baseball team is doing excellent work. They defeated the Charleston Division boys on the local grounds on July 10 by a score of 4 to 0.

Monongah Division-Baltimore Division

Legion Park, Grafton, July 10

The Monongah Division team extends thanks to the large number of people attending the game and hopes that they will be on hand for future games.

Score by Innings										R	H	E
Monongah Division.	0	0	0	1	0	0	0	0	0	1	5	5
Baltimore Division..	0	4	0	0	0	0	3	0	0	7	16	7

Summary

The lineup follows:

Monongah Division—Van Horn, rf; Boyce, 2b; Feeney, cf; Ringler, 3b; Hopke, 1b; Gerkins, lf; Fischer, ss; Schentz, c; Slack, p; Davison, p; Gilmore, p; Jones.

Baltimore Division—Mick, rf; Moxley, 2b; Zink, ss; Peddicord, cf; Burke, 1b; Keegle, 3b; Miles, lf; Schlimm, p; Keyser, c.

Chillicothe-Toledo Division

Meaco Park, Chillicothe, July 11

The lineup follows:

Ohio Division—Canshatt, 2b; Garrett, rf; Strauser, 3b; Targee, c; Carson, ss; H. Fox, 1b; Rutherford, cf; D. Fox, lf; Moon, p.

Toledo Division—Polable, 2b, p; Conley, lf; Blackburn, cf; Grimes, ss; Allen, 3b, p; Rawlins, rf; Phillips, 1b; Dawson, c; Cunningham, p, 3b.

Score by Innings	R	H	E
Ohio Division	12	16	1
Toledo Division	0	4	3

Summary

Stolen bases—Carson, H. Fox. Two-base hits—D. Fox, Targee, H. Fox. Double plays—Carson to H. Fox; Carson to Canshatt to H. Fox; Grimes to Polable to Phillips. Base hits—off Moon 4, Cunningham 14, Allen 2. Struck out—by Moon 11; Cunningham 5. Hit by pitcher—Polable 2; Carson 1. Sacrifice fly—Targee 1. Innings pitched—by Moon 9, by Cunningham 7, by Allen and Polable 1. At bat—against Moon 29, Cunningham 25, Polable 3, Allen 1. Left on base—Ohio Division 4, Toledo Division 4. Umpires—Harrison and Baker. Time of game—1.50.

Connellsville Division-Benwood

Benwood, July 14

Score by Innings										R	H	E
Connellsville Division.	0	0	0	0	0	1	1	2	0	4	9	3
Benwood.....	0	0	0	3	0	1	0	3	0	7	9	4

Summary

Two-base hits—Bonars 2, E. Conner, L. Conner, Francis, Fisher. Stolen bases—Dutton, H. Fisher. Sacrifice hits—Burke, Castillow. Double plays—Burke to Garvey, E. Conner to Burke. Left on bases—Benwood 6; Connellsville 4. Base on balls—off Criswell 1; off Lohr 1; Sheets 0. Hit by pitcher—by Lohr, Criswell. Struck out—by Criswell 10; Sheets 3; Lohr 0. Umpires—Shaw and Bescher. Time of game—2.10.

The line-up follows:

Connellsville Division—H. Fisher, 3b, 2b; Snider, 2b, 3b; Francis, cf; E. Fisher, ss; Kenner, rf; Hassen, 1b; Clawson, lf; Jones, c; Sheets, p; Lohr, p. *Barret.

Benwood—Dutton, 3b; Burke, 2b; J. Garvey, 1b; E. Conners, c; Castilow, cf; L. Conners, cf; Bonar, rf; Munas, ss; Criswell, p.

*Batted for Snider in the eighth.

Monongah Division-Baltimore and Ohio Building, Baltimore

Grafton, July 14

Score by Innings										R	H	E
Baltimore (Building).	0	0	0	1	0	0	0	0	0	1	5	4
Monongah Division..	2	2	0	1	1	0	0	0	0	6	10	4

Summary

Two-base hits—Fisher, Ringler, Sterner. Stolen bases—Hopke. Sacrifice hits—Feeney. Double plays—Ringler to Hopke; Shafe to Kinsey to Finn. Base on balls—off Davison 1, Finn; off Brandon 1, Ringler; off Hall 3, Hopke, Henry and Schountz. Hit by pitcher—by Davison 1, Ashmier; by Brandon 2, Huber and Gerkins. Umpire—Moran. Time of game—1.55.

Baltimore (Building)—Kinsey, ss; Ashmier, 1b; Sterner, 2b; Davis, c; Finn, 3b; Shafe, lf; Nichols, cf; Schaafe, rf; Walters, rf; Brandon, p; Hall, p.

Monongah Division—Huber, 3b; Gerkins, lf; Hopke, 1b; Henry, ss; Ringler, rf; Feeney, cf; Fischer, 2b; Schountz, c; Davison, p.

Monongah-Charleston

Weston, July 17

Monongah Division won another game at Weston when it defeated the Charleston Division team by the score of 10 to 6. The game was fought up to the eighth inning. Fischer started the eighth with a single and before the inning ended had batted the second time. Monongah scored six runs in the meantime, and Feeney got a two-base hit with three on. In the fifth, Boyce hit a line drive for two sacks, scoring three men.

The pitching of Slack, fanning 12 men, was one of the features of the game. Hankey made two running catches that would have been a credit to Cobb. VanHorn got two singles out of three times at bat. Schountz caught his usual good game. Boyce accepted four chances at second without a slip.

Score by Innings										R	H	E
Monongah Division	0	0	1	0	3	0	0	6	0	10	13	3
Charleston Division	0	0	1	0	2	0	2	0	1	6	12	4

Summary

Two-base hits—Feeney, Boyce, Seargent. Three-base hits—Bright. Stolen bases—Slack, Hopke, Mick, D. Boggs 2. Sacrifice hits—Hopke. Double plays—Mick to J. Boggs; Mick to Seargent to J. Boggs. Base on balls—off Slack, 2; off Mick, 3. Struck out—by Slack, 12; Mick, 7. Time of game—2.00.

The lineup follows:

Monongah Division—Feeney, cf; Gerkins, lf; VanHorn, lf; Hopke, 1b; Ringler, 3b; Boyce, 2b; Fischer, ss; Hankey, rf; Schountz, c; Slack, p.

Charleston Division—Borrows, 3b; Cogar, rf; Bright, c; Otto, cf; Leamon, ss; Seargent, 2b; D. Boggs, lf; J. Boggs, 1b; Mick, p. *Henritte.

Baltimore Division-Mt. Clare

Westport, July 17

Score by Innings										R	H	E
Baltimore Division.	1	1	2	0	0	1	0	1	0	6	8	3
Mt. Clare.....	0	0	0	0	0	1	0	4	0	5	8	4

Summary

Two-base hits—Zank, Smith, Calder, Darnell. Three-base hits—Petticord. Stolen bases—Koogle 2, Petticord, Miles, Dove, Shannahan 2. Sacrifice hits—Burke, Hittle. Left on bases—Baltimore Division 7; Mt. Clare 5. Base on balls—off McGovern, 1; off Bolend, 1. Struck out—by McGovern 11; Schlimm 1; Bolend 5. Passed balls—Mahaney, 2. Umpires—Moran and Hall. Time of game—1.45.

The lineup follows:

Baltimore Division—Koogle, 3b; Smith, 2b; Zank, ss; Schlimm, cf, p; Petticord, rf; Burke, 1b; Miles, lf; Keyser, c; McGovern, p; Moxley, 2b; Mick, cf.

Mt. Clare—Hittle, cf; Williams, 1b; Calder, 3b; Dove, 2b; Shanahan, lf; Darnell, rf; Arley, ss; Mahaney, c; Robinson, c; Bolend, p. *Berger.

*Batted for Cogar in the ninth.

(*Continued on page 64*)



BALTIMORE DIVISION BASEBALL TEAM

Left to right, front row: J. S. Mick, cf; D. R. Zink, captain and ss; J. P. Smith, 2b; P. Berrett, pitcher; J. J. Publow, manager; A. S. Tuttle, infielder and assistant manager; J. R. Koogle, 3b; H. Keyser, catcher

Back row: L. Nelson, secretary; F. Schlimm, pitcher; F. Burke, 1b; B. Miles, lf; J. B. McGovern, pitcher; F. Moxley, ss and 3b; E. E. Peddicord, rf



Safety Roll of Honor

Staten Island Lines

Passenger Conductor L. J. Hills, while going west, 5.35 p. m., on May 15, noticed east end trucks of car off track in drag which was being handled on coal dock lead, St. George Yard, by engine 1918. Prompt action on Conductor Hill's part in bringing engineer of 1918 to a stop, no doubt averted a serious derailment. He is hereby commended.

Baltimore Terminal Division

At 7.00 a. m. on June 14, W. Callery, section foreman, found several pieces of flange on No. 2 track between North and Huntington Avenues. He immediately reported condition to "DO." Yardmaster at Bay View was instructed to inspect train of extra 4537, east, arriving at 11.32 p. m., and car was found to have broken flange. There is little doubt but that the detecting of this flange on the track by Mr. Callery averted an accident.

Baltimore Division

Engineer C. Schwinn and Fireman C. M. Miller, in charge of engine 4524, and Engineer J. H. Morsberger and Fireman C. E. Thomas in charge of engine 4519, received commendation for their performance with these engines on April 28 while passing through Washington Terminal in the elimination of smoke. These engines are stoker-fired and the observation by the Committee on Smoke Elimination was that their performance was perfect. These gentlemen have demonstrated that stoker-fired engines can be operated through restricted zones without smoke violations when properly handled.

While extra east, engine 4271, was passing Gray block office on May 20, Operator J. M. Cunningham noticed brake rigging dragging under Baltimore and Ohio car 14769, second car from the caboose. Train was stopped at Halethorpe Tower and brake rigging removed. Mr. Cunningham has been commended for observance of passing equipment.

Operator C. A. Brady, on duty at Boyd, noticed a hot box under Soo Line car 131606 in extra west, engines 4542 and 4564. Train was stopped at Barnesville and car backed off. Operator Brady has been commended.

On June 10 Brakeman G. R. Carey discovered a broken flange on lead wheel, rear truck of Baltimore and Ohio car 136413, while walking alongside of his train at Lansdowne. Car was set off without being derailed. Mr. Carey has received commendatory notation on his record.

Cumberland Division

CUMBERLAND, MD., July 13, 1920.

Mr. L. LINTHICUM,
Yard Brakeman,
Martinsburg, W. Va.

Dear Sir—It has been brought to my attention that on the morning of June 17, while No. 97, engine 4861, was passing Martinsburg, a broken arch bar was observed in the train by you, and necessary action was taken to have car set off.

Picking up defects of this kind is very commendable, and I express my appreciation of your interest and watchfulness in the matter.

Yours truly,
(Signed) J. W. DENEEN,
Superintendent.

We consider the action of one of our men, H. C. Mauk, in flagging Petersburg No. 65 on the evening of June 25 at Donaldson, after a heavy rain had submerged the tracks and washed out cinder ballast, worthy of mention. His watchfulness possibly prevented a derailment.

On June 16, while R. J. Schooley, John Fresh and H. M. Davis, of Oakland, were on their way to work at Offutt Mine, they discovered a broken rail and flagged extra east, engine 7137. An appropriate letter has been written each of these men commending them for their action in discovering and reporting this dangerous condition.

On June 4 while Newburg Yard engine 1607 was going from Newburg to West End, Conductor E. Lewis noticed a broken rail on No. 4 track at Austen. After arranging for proper flagging protection he called the trackmen, who applied a new rail. Conductor Lewis has been commended for his action in this case.

On June 1, while train Second No. 1, engine 4156, was passing through M. & K. Junction, Engineer J. M. Buckner noticed the left main tire loose on engine. The matter was immediately reported, train stopped at advance signal, engine examined and tire found loose. Engine was cut off and another engine moved train to Grafton. Engineer Buckner is 71 years old and has been in the service for 48 years. He has been commended for his watchfulness on this occasion.

Pittsburgh Division

PITTSBURGH, PA., July 8, 1920.

Mr. J. L. PARSONS,
Road Brakeman,
Millvale, Pa.

Dear Sir—I am advised that while engine 2600 was making push up the hill at Wildwood, on July 3, you re-threaded broken main line on P. M. 39467, saving considerable time account of not having to switch car to rear of train; car also being O. K. to move to destination; a very nice, neat job of car plumbing.

I acknowledge my appreciation of this splendid performance of yours, and thank you on behalf of the Company. A copy of this letter is being sent to our MAGAZINE correspondent; also arrangements are being made with the Employment and Record Bureau to place a commendatory entry on your record.

Yours truly,
(Signed) C. B. GORSUCH,
Superintendent.

Monongah Division

GRAFTON, W. VA., July 6, 1920.

M. TYSON,
Conductor,
Parkersburg, W. Va.

Dear Sir—I have advice that on July 1, while acting as conductor of third 86, engine 2257, in siding at Salem for Nos. 29 and 39, you noticed something wrong with car in 29's train; that you immediately notified operator at Salem by phone and that the train was stopped at Long Run, where brake beam was found to be down and in bad shape.

Your prompt action in this matter probably averted a serious accident and I assure you it is appreciated. We are glad to place your name on the Honor Roll.

Yours truly,
(Signed) C. W. VAN HORN,
Superintendent.

GRAFTON, W. Va., July 2, 1920.

C. D. HOFFMASTER,
Track Foreman,
Colfax, W. Va.

Dear Sir—I have your letter of July 1 in regard to brake rigging dragging on extra west 4147 while passing Colfax, and your prompt action in notifying operator to stop at Benton Ferry. I am certainly glad to see the interest you displayed in this case and I assure you your action in notifying operator, also in removing brake rigging from frog, is very much appreciated. Have arranged to have your name placed on the Honor Roll in the MAGAZINE.

Yours truly,
(Signed) C. W. VAN HORN,
Superintendent.

Charleston Division

The following engineers have been complimented for showing more than 100 per cent. performance in fuel consumption:

J. C. Jordan, A. Marshall, J. L. Davis, M. T. Hall, W. T. Spencer, F. Kerrigan, R. E. Murphy, G. E. Smith, P. Shea, R. K. Ankrum, W. E. Paisley, W. A. Stalnaker, R. N. Jeffries, G. E. Ramsburg, P. W. Toms, J. H. Shea, R. Malone, A. Tierney, H. Robinson, O. W. Gum, B. H. Paxton.

This shows that they are going after the fuel proposition in the right way, and we hope to see more of our boys register 100 or more each month.

While extra 75 was passing his station, L. A. Rollyson, agent at Frametown, noticed N.Y.C. car 401963, sand, leaking badly. He had train stopped and made temporary repairs, thereby preventing a claim. He has been commended for his alertness and interest in the Company's welfare.

"Bob" Paxton, section foreman at Elkhurst, recently noticed brake rigging down as a freight train passed him. He had train stopped and repairs made. He has been commended for his interest in the Company's business.

Newark Division

On June 3, Coach Cleaner W. A. Combs, Zanesville, Ohio, discovered broken flange on car in train starting over Muskingum River bridge. He promptly signaled train crew, who stopped train and had car set out. His prompt action undoubtedly averted a serious accident. He has been commended for his vigilance.

New Castle Division

On the night of June 13, Operator J. O'Connor at XN Tower observed something wrong with one of the trucks of a car in No. 5. This information was furnished

Akron Junction, where train was stopped for inspection. On the same night Brakeman A. W. McCreery of No. 5, when stop was made at Akron Junction, observed the condition of the truck of the car in his train before the information of Operator O'Connor was transmitted to the crew. Both these men observed the condition of this car and furnished information to enable repairs to be made. They have been commended by Superintendent Stevens for their close attention to such details while on duty. In addition, suitable entry will be placed on the service records of both.

Cleveland Division

CLEVELAND, OHIO, July 2, 1920.

D. ROBINSON,
Brakeman,
Lorain, Ohio.

Dear Sir—My appreciation is due you in connection with the report I received the other day, advising that on June 19, while engine 4349, west, was passing engine 2371 at Lake Junction, you discovered brake beam down on P. R. 25778, got red flag, got on top of caboose and signalled for train to stop. This was accomplished and resulted in repairs to car that in all probability averted an accident.

I assure you that your watchfulness deserves commendation and will see that entry is placed on your record to that effect.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

Ohio Division

On June 14, William H. Graves, agent at Harpers, while going to his home at Lyndon, noticed washout in track about one mile east of Lyndon. He immediately notified dispatcher from Lyndon, then flagged No. 88, which was due at that point in a short time. He also notified section men and washout was repaired. He has been commended for interest displayed.

Indiana Division

At 1.45 a. m. on July 2, G. H. Meyerman, Big Four operator, Fern Bank, Ohio, noticed brake beam down on I. C. car 110575 when Baltimore and Ohio extra 2551 passed that point. He immediately notified conductor when train passed his office and train was stopped and defect remedied. The interest manifested by Mr. Meyerman in Baltimore and Ohio operation is commendable.

On June 30, at Marysville, Ind., J. R. Cassady, son of our agent at that point, a boy about 16 years of age, noted something wrong with car in extra 2651, east, passing that point about 7 p. m. He called attention of flagman to defect and train was stopped and crew found brake beam down and in bad shape on P. L. car 533997, two cars ahead of caboose.

The prompt action of young Mr. Cassady is thoroughly appreciated and he has been commended for the interest displayed.

Toledo Division

C. F. Surface has been commended for his quick action when, in passing Sulphur Lick Springs, the crew on Toledo Division 88 discovered that ties and guard rail of bridge one mile west of RK Tower were on fire and blazing about two feet high. Train was stopped and fire extinguished.

W. A. Snyder has been commended for his thoughtfulness and quick action. He observed brake beam down on car in extra 4193 and dragging in a dangerous manner. He flagged the train and defect was remedied, thus averting a possible accident.

E. C. Allison observed brake beam draging on extra 4039, south, and notified dispatcher. Train was stopped and brake beam removed. Mr. Allison has been commended.

On July 6, while extra 4171, north, was passing Miamisburg, Second Trick Operator R. C. Manning observed brake rigging down on the fourth car from engine. He notified the conductor on the rear of the train and the train was stopped, thus averting a possible accident. Mr. Manning has been commended for his close observation.

Engine 5125, Dressed in Holiday Attire, Carried the Shriners over the Monongah Division

By F. M. Keane

I. C. C. Inspector, Grafton, West Virginia

WHEN the members of the crew of Engine 5125 learned that on June 8 they would have the pleasure of hauling a special train of Baltimore Shriners over the Monongah Division, they promptly set about to dress up their engine in holiday clothes in honor of the Boumi.

William Wolfe and Lewis Horneline were the artists for the occasion, and it was through the cooperation of Superintendent Van Horn and Master Mechanic Porterfield that the plans were carried out. On the sides of the cylinders were painted the emblems of the Boumi, strips of bunting were stretched along the tank, and American flags floated in every direction. To complete the picture, Engineer F. J. Walter, who is a Shriner himself, appeared on the scene wearing his little Fez cap.

The train left Grafton at 6.35 p. m. and arrived at Parkersburg at 10.05 p. m. The engineer was praised for his skill in handling the train and the fireman for doing away with smoke and dust through the 23 tunnels between Grafton and Parkersburg. Road Foreman C. F. Dotson, along with Mr. Porterfield, rode the engine. The journey was made without a hitch. Trainmaster McWilliams, also a Shriner, saw to it that his brothers were well cared for.

Five days later, when the Acca Lodge from Richmond, W. Va., passed over the Monongah Division, the same engine with its decorations was used to carry them. On this occasion, Road Foremar Dotson and I. C. C. Inspector Keane rode the train to Parkersburg. Trainmaster McClung, another Shriner, rode the train and kept the delegation in a good humor with his famous anecdotes.

The members of both delegations praised our men very highly and expressed their appreciation of the manner in which they had been treated. They were enthusiastic about the beautiful scenery along the way, and when they passed over the Ohio River Bridge, they gave cheer after cheer for the Baltimore and Ohio and for the Monongah Division.



Engine 5125, "all dolled up," ready to take the Shriners over the Monongah Division



Among Ourselves

Baltimore and Ohio Building

Law Department

Correspondent, GEORGE W. HAULENBEEK

Although the new typewriting machines seem to have all of the latest characters and devices for their manipulation, I often notice that where a direct question is propounded at the close of a communication, the period is employed instead of the interrogation point. For instance, in a letter in which the following sentence was used, "Will you please supply me with three copies of the print?", the period was erroneously employed instead of the interrogation point. This mistake I attribute to the absence of the proper mark of punctuation on the machine and not to the failure of the operator. As I pass by a shorthand school on my way to the office and see the number of young people swarming in, I often wonder if they understand the proper uses of the marks of punctuation and the other essentials necessary to a well equipped operator.

Spelling, I understand, is not given much consideration. Why should it be? Who wants to be a good speller, anyway?

Summer Points on the Baltimore and Ohio

I have frequently refefred, in my correspondence, of my week-end trips to Bethlehem, Pa., to spend Sunday with my little four year old sweetheart, Susan Anne Trageser, and of the splendid running time and other features of service in connection with our No. 524, also of the Reading train from Wayne Junction. I do not wish to become tiresome, but I do like to advert to good things that I observe, not only on our own lines but also on connecting lines.

Little Susan is now spending the summer at Deer Park, Garrett County, Maryland, and I have abandoned my Pennsylvania trips to take No. 1 from Baltimore on Saturdays. I expect to find many things to commend in my summer meanderings. On my first trip on June 10, the train passed over the six million Magnolia Cut-Off, and Susan, as little as she is, was told all about this great undertaking.

There is no summer resort in the broad land like Deer Park. When I remark that I have been going to Deer Park since 1884, and that my summer home there, obtained through our Relief Department, is still enjoyed by the family, it becomes apparent that there must be something in the mountain air, in the place, and in the railroad transportation afforded by the Baltimore and Ohio, to induce such a prolonged stay.

Indeed, Mountain Lake Park, just three miles further west, is now actively employed as a religious center, and I have begun to act as a volunteer passenger agent on train No. 1 every Saturday, reminding new visitors that not only is the scenery on the seventeen mile grade unsurpassable, but also that from Harper's Ferry, as the train follows the course of the Potomac River, it is beautiful indeed. As I take my weekly trips to Deer Park, I want to see a greater number of passengers going to our delightful Maryland resorts. I am doing my share to help things along by riding in the smoker. I do not smoke, but I am willing to do this to give the other fellow a chance, bearing in mind the years of good transportation that I have enjoyed.

While Melville Gemmill is not now in the Law Department, it is a pleasure to record important events in his life. On July 3, he was presented with a nine pound son. When he told me of the little fellow's arrival, his countenance was suffused with smiles and every indication pointed to unalloyed comfort and happiness.

From Atlantic City to Chicago

William Bruce Berry, the junior clerk and rising genius of the Law Department, spent his vacation at Atlantic City and Chicago. He visited both places alone. In Chicago the visitor at once becomes enamored of the big city and very properly, because it is a wonderful place, although it is not quite up to little old New York. William endorses this sentiment.

Office of General Freight Claim Agent

Correspondent, MISS E. T. MURRAY

It is with heartfelt sorrow that we chronicle the death of "Jack" C. Truitt, our former co-worker of Loss and Damage Division, who died at his home in Blue Ridge Summit on July 3, after a lingering illness of almost a year and a half, with congestion of the lungs. He is survived by his mother, Mrs. M. W. Truitt. The funeral services were conducted at Ascension Church, Baltimore, by Rev. J. D. La Motte, pastor. The body was then taken to New York City for private burial. The sympathy of his fellow workers was expressed in a floral design and by the presence of Misses L. Creamer and M. Messick, and Messrs. C. F. Biemiller, J. I. Waters, J. Kratz, A. C. Keene, C. A. Miller, H. C. Yingling, G. F. Garner and H. F. Itner at the funeral services.

Mr. Truitt was born in June, 1896, and entered the services of the Compnay August 20, 1917. During the World War he served several months and shortly after his return to the office, was taken seriously ill, necessitating his going to the mountains, where he remained until his death. Our sympathy is extended to his bereaved mother.

W. H. Bitner, head clerk, Reconsignment Division, has been granted an indefinite furlough on account of his health. Here's a wish from the whole department that the rest will greatly benefit him and that he will soon be among us again.

There seems to be a great attraction down the bay for our old friend "Tom" Littig, Accounting Division. Some say he has been down so often that he knows the names of all the streets from here to Tolchester Beach. "Tom" also suggests that he could save the boat company some money if they would only abolish the individual life preserver and make one big preserver and put it all around the boat.

Miss Teresa Johenneson, General Division, has resigned from the service to prepare for a happy day as yet not announced. We hope to publish further details in our next issue.

We note some of our men seem most interested in the "Women's Department" of the MAGAZINE. Which "profession" will it be, "Bob," the Fashionable Dressmaker or the Economic Housekeeper?

Relay, Maryland, seems to be the center of attraction for one of our popular young men of Suspense Division. Surely it is not the fishing that attracts him.

"Charlie" Perry, Reconsigning Division, is wearing a bandeau and "buns" these days. He makes a real cute telephone operator and we are thinking of changing his name to "Sadie."

Wedding Bells

Miss M. Resley and W. H. Ellerfritz, Loss and Damage Division, were quietly married on June 24 at the parsonage of North Avenue Presbyterian Church by Rev. William Harkey, pastor. Their witnesses were Miss G. Johnson, cousin of bride and J. R. Murphy, of this office. Their honeymoon was spent at Niagara Falls. Our congratulations.

Another victim of Cupid's rampages is S. Gaynor, Loss and Damage Division, who let it be known after his return from a two weeks' vacation that he had for the second time plunged into the Sea of Matrimony. "Shad," as he is better known, and Mrs. Eleanor E. Wafle, were married on June 26 at the home of Rev. F. H. Huffman, pastor of Babcock Presbyterian Church. Their only witnesses were the Misses Marjorie Gaynor, daughter of the groom, and Gladys Wafle, daughter of the bride. Immediately after the ceremony a reception was held at the home of the bride, after which the happy couple left for New York and points along the Hudson. Our congratulations and best wishes for a happy future. Mr. Gaynor is the third oldest employe in point of service in this office, having come with the Company, July 8, 1878.

Some months ago we read an article in the notes of the "Auditor Passenger Receipts" office stating that their Matrimonial League continued to lead all offices by a large margin. Let it be known henceforth that we are right on their heels.

Worth Passing On

Don't argue with the inevitable. The only argument available with an east wind is to put on your overcoat.

Don't preach too much. None preaches better than the ant, and she says nothing.

Don't pick up your worries. You can get them anywhere as you go along.

Don't let your stream of life be a murmuring stream.

Don't measure success by accumulation, for this measure is false.

Don't talk over "prevailing conditions." Just make friends with your luck.

Don't waste your feelings. Feelings are creams, too rich to be skimmed for nothing.

Engineering Department

Correspondent, OSWALD EDEN

We all want to know to whom Miss Lansdowne was waving the other day when she caught someone's attention in the Fidelity Building. Imagine! she had the nerve to say it was her "daddy."

Miss Josephine McCarthy, our demure little "stenog," took a week off during the early part of July as part of her vacation. We wonder if she went fishing, as the Surveys Department lacked a "Pertsch" that week.

During the June vacation of the yardmen at Locust Point, the inducted men from Office Engineer Milburn's office were called to duty. "Ted" Ziegfeld, in new overalls and a straw hat, served as switchman; "Spike" Schanze, partly in overalls and partly in "civies," as brakeman, and "Joe" Kemp as fireman.

"Gus" Hauser, the perpetual checker of the drafting room, is getting ready to move again. He is looking for a large piece of land, unencumbered by any buildings whatever, near some railroad. It is immaterial how far it is from any car line, stores, or other conveniences. We imagine he will live in a tree this winter as the tent of last year was too close to the ground. Landowners, please note, and send in your offers.

"Bill" Pinschmidt has just returned after basking his wife, son and himself in the spray at Niagara. "Bill" took the daylight trip to get "fed up" in scenery. We hope he received his fill.

Mobilian Maximillian McCracken deserves special mention for serving much longer on actual duty as brakeman and flagman during the recent strike.

"Alvie" Weston has just returned from a strenuous week's outing on the Magothy with his Boy Scout troop.

Our chief clerk, E. R. Sparks, recently received a very interesting letter from Lieutenant A. H. Schaeffer, formerly with the Russian Railway Service Corps, which was ordered to return to the United States a short time ago. Instead of returning, however, Lieutenant Schaeffer accepted a position with the Chinese Railway Commission, under Mr. F. H. Clark, former general superintendent of motive power of the Baltimore and Ohio. Lieutenant Schaeffer is stationed at Pekin, and will probably remain there for six months or more.

Survey Division

Correspondent, D. W. TILMAN, *Field Engineer*, Morgantown, W. Va.

W. J. Judson, transitman, left the services of the Company on July 31 in order to return to Lehigh University for one year to complete the course in civil engineering there. We are sending Judson away with our best wishes and hope the year's absence will be of great benefit to him. He expects to return to us after graduation next June.

P. Wagner, levelman, left the services of the Railroad on June 30, to return to his home in Baltimore. His associates stationed at Morgantown, tendered him a surprise dinner and dance a few nights before he left. The entire party, which consisted of twelve engineers from Baltimore and twelve ladies from different parts of West Virginia, were delightfully entertained at the home of Prof. Patterson of West Virginia University. We are very sorry that Wagner has left us, but hope he will meet with much success in his new field of work.

Printing Department

Correspondent, M. J. CONROY

He has arrived! Who? The "printer's devil!" His star is in the ascendancy. No matter how the national election goes a retired member of the profession will be the next President of these glorious United States of America. Both Cox and Harding were "printer's devils." There are two necessary adjuncts to every printing establishment—a "hell-box" and a "devil." The "hell-box" is the inanimate and the "devil" the animate end of the combination. The dictionary defines the "devil" as "an errand boy in a printing office; originally the boy who took the printed sheets from the tympan of the press." But Moxon, who lived in the earlier days of the art preservative, says "They do commonly so black and bedaub themselves that the workmen do jocosely call them devils." But Moxon says nothing of other things that they were called. That was the custom in the days when Cox and Harding were "deviling," but not now. Like everything else, the price of "devils" has gone up and they are also scarce. They are no longer the butt of the men, and are not even denied the privilege of using the office towel.

May Fortune smile her sweetest and bring success into the lives of our own two "devils"—Henry and Martin.

The following note explains itself:

July 24, 1920.

BALTIMORE NEWS FRESH AIR FUND.

Gentlemen—I am enclosing herewith forty dollars ($40.00) to be used in sending the kiddies to the country. This donation is from the employes of the Printing Department, Baltimore and Ohio Railroad, Pratt and Poppleton Streets. It is given with their best wishes and with the hope that they may have a royal good time.

Sincerely,
GEORGE R. LEILICH, *Manager.*

Eugene Washington Weems, late factotum of this chapel, has been relieved of his duties and has joined the forces of the Coahuila and Zacatecas Railway, where "speed" is not one of the necessary qualifications.

The sympathy of the press room employes is extended to Paul Cook, pressman, in the recent death of his mother.

Nicholas Hucke, chairman of our chapel, was taken suddenly ill in July. He has the sympathy of all the boys and best wishes for a speedy recovery.

We regret to report that William Rice, one of our veteran compositors, has joined our sick list since last month. Let's hope that a good rest will be beneficial and that he will be with us soon again.

Just before he was taken ill, "Bill" told me a tale about a Hebrew friend of his who kept a small tailoring establishment. One day recently he discovered that he had his window decorated with a gorgeous new blind.

"Nice blind you have there, Isaac," said "Bill."

"Yes, Mr. Rice. Some necessary improvements."

"Who paid for it, Isaac?"

"My customers, some of whom are your friends at the print shop—Mr. Simms, Mr. Harmeyer, Mr. Fogle, Mr. Reay, Mr. Toft—fine men, fine men!"

"You don't say so! That's mighty nice of the boys," said "Bill."

"Yes, Mr. Rice, I'll say so, too. I just put a little box on my counter 'for the blind.' And they paid for it."

Telegraph Department

Correspondent, DELLA M. HAIN

ATTENTION MR. BROWN: In your locker you will find a shelf on which to place your hat. Don't hang it on the key nail—we need that for the key.

The attached photograph is of Mr. and Mrs. Raymond Dawson, recently married. Mr. Dawson has been a Telegraph Department employe for a number of years and was also one of the men returned from "Over There." The entire department joins in wishing the newlyweds the best of futures. How about it, Bullock?



Mrs. and Mrs. Raymond Dawson

When speaking over the 'phone, talk into the mouthpiece so that the listener at the other end of the line will be able to hear distinctly.

Our supervisor of Time Service, W. C. Donnelly, again comes into notice, or rather is still on the cast. He fell over a box and hurt his foot and it was ludicrous—not his foot—but the way he walked on it. His foot is a "Jonah;" it is always getting hurt or losing a gum shoe. Look out for your rudders, "Bill."

It is reported that some of our prominent officials seemed to have considerable difficulty in regard to securing spoons recently, while at a rural hotel. It is interesting indeed to hear from them as to the troubles experienced in handling the proposition.

B. F. Thompson, telephone engineer, doesn't want us to tell about him in the MAGAZINE. Well, I won't, except to state that he had better look out for his conduct when on Camden Street or he might see a glaring picture of himself on the page with the Telegraph Department notes.

The men in this department are as much like kids as their own sons. The day after school closed they came in with broad grins and said "He passed," as much as to say. "Takes after his father, see!"

Miss Pauline Flayhart has been transferred to the office of G. F. Malone, super-

intendent Car Service. We know the telegraph office is sorry that she has left that office and are sure that the Car Service Department will appreciate their new member.

Valuation Department

Correspondent, G. B. SAUMENIG, *Accountant*

It has been impossible to continue our Introduction Department on account of the numerous changes. It is a case of "On again, off again, gone again, Finnegan." However, to those who have recently entered our department, we extend the glad hand and bid them welcome.

A number of our office force have moved to a temporary location, 106 W. Fayette Street. We miss them and especially him, don't we, "Bill?"

On July 1 our pay checks were received on time. Hats off to those responsible for this thoughtful and generous act. Let the good work go on.

Quite a number from the Baltimore office were actively engaged in assisting the Transportation and Operating Departments in June on account of freight congestion caused by strike troubles. Because of their modesty, we refrain from mentioning names.

Cost Engineer Davis, assistant to Cost Engineer McCrone, and Assistant Engineer Beaumont recently went on a fishing expedition. Result, 40 fish. Now, gentlemen, take the stand and tell his Honor the Judge and the gentlemen of the jury—Were they caught or were they bought?

On August 2, Miss Katherine George, secretary to our chief clerk, and George H. Schmidt, Auditor of Passenger Receipts office, were married. The entire office is sorry to see Kitty leave us, but it is another case of the big part the Company plays in helping make two hearts beat as one. We all wish her good luck and prosperity.

All desks, tables and cases have been numbered. We must be going somewhere. Possibly it is to prevent them from disappearing like the ventilators.

Why not a welfare or social organization in the Valuation Department? It would foster sociability and friendliness. An occasional get-together affair would not be amiss. That we have talent in our office cannot be disputed and it could well be used in this direction. Most of the other departments have carried out this idea and it seems that we should also get in line. Valuation Department employes might talk about it.

At this writing, we regret the serious illness of J. F. Rau, who has charge of the blue print file. He is now at home after several weeks at Franklin Square Hospital. The office remembered him while at the hospital with flowers and also presented him with a useful gift on his 21st birthday. We all treasure "Fred" because of his everlasting desire to please. His smile and helping hand have been greatly missed. It seems that it often takes sickness to make us realize the value of our friends. An occasional word of cheer and appreciation does a world of good in helping the other fellow over the rough spots in the road.

Our friend, Micle, of Equipment Pilot's force, makes occasional trips to Cleveland. His excuse is that it is his home. Sometimes when visiting other points, the same reason is given. It must be a large family.

Pittsburgh Office

That vacation time is at hand is quite evident from the supply of traveling requisites S. C. Gebert is purchasing. Indications are that there will be enough for two. Time will tell.

Wonder what happened to Mr. Dougherty's "Piedmonts."

What are the after effects of sleeping on your porch on a hot night? Ask Matthews; he knows. We would advise him further to turn his watch one hour ahead. Pittsburgh is observing "Daylight Saving Time."

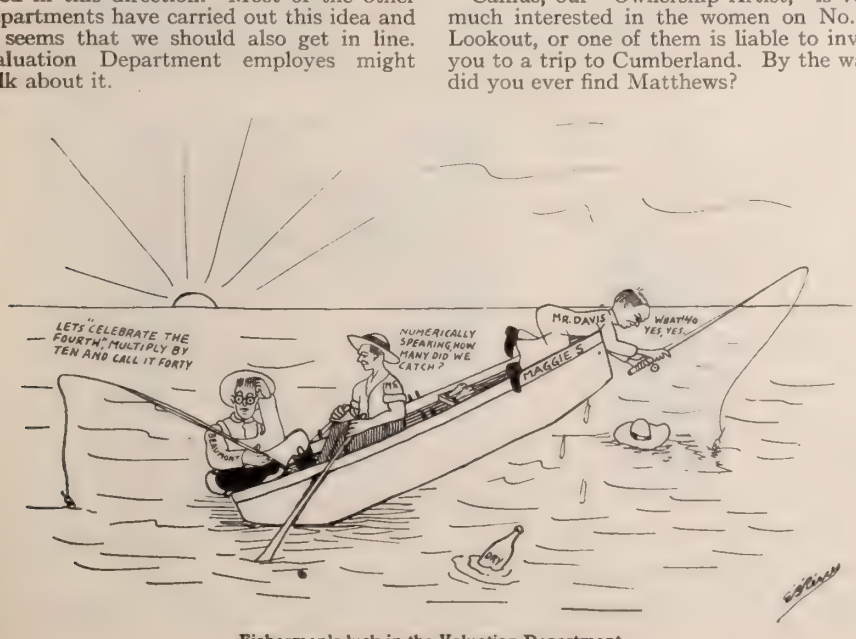
M. E. Gebert spent the "Glorious Fourth" visiting in Detroit. We wonder whether he is coming back with another Maxwell or a Ford.

From the weight that Captain Dodd is taking on and judging from the way he speaks of his menus, Mrs. Dodd must be some cook. Keep up the good work, Mrs. Dodd.

If you want to know what kind of creatures spend the night enjoying themselves in Connellsville station, ask Scott. We suggest that he carry a gun the next time he stops there and reports wild tales about the casualties.

H. D. Boycott is "boycotting" the "H. C. L." by camping on the banks of the Allegheny for the summer months.

Camus, our "Ownership Artist," is very much interested in the women on No. 6. Lookout, or one of them is liable to invite you to a trip to Cumberland. By the way, did you ever find Matthews?



Fisherman's luck in the Valuation Department



(See following note

On account of having to do a good deal if traveling lately, "Joe" Shellaby, our "Ladies' Man," recently purchased a traveling bag. After the bag had been thoroughly inspected on the outside by everybody in the office, they wanted to see what it looked like inside. The above sketch will explain with what ease the bag was opened. You'd better not lock it again, "Joe."

Cincinnati Office

Mrs. Edward Keller, in former days Miss Emma Klaphake, keeps us posted on "Happy though Married." She is now living in Cleveland, where other than office duties keep her busy. Our sincerest wishes for continued happiness are extended.

Questions and Answers

1. If it takes a wood pecker 3 days to peck *thru* a 3′ log, making 20 planks 12′ x 3′ x 1½″, how long will it take a Jersey mosquito to swim *thru* a barrel of Mississippi molasses?

(NOTE: The above is one type of question which is now being pro and conned by the Cincinnati members of the Baltimore chapter of A. A. E.)

2. Why oh why is *he* called the "Brown Eyed He-Vamp of floor 6?" 'Nobody knows and nobody seems to care"—but *he is* just the same.

3. Can you tell me why E. Johnson wore a full dress suit and silk hat while switching at Ivorydale?

Sports and Their Stings

It is very unfortunate that the Latonia Race Track is so close to Cincinnati and incidentally to the Valuation Department, for owing to the fact that the boys and girls want to help a good thing along, they are now eating only two meals a day, providing one of those is an invitation.

The Reds are still high in first division, helped there by the constant "Saturday" attendance and cheering of members of our department. Oh, yes, Mr. Taylor is a fan; but even at that the Reds lose sometimes.

Owing to the fact that the Reds are playing at home and using Our diamond, the practice of our "intended" baseball team ceased. Somebody is always taking the joy out of life.

What We Would LIKE TO SEE

Mr. Taylor—Married.
Bonney—Coming out of the Olympic.
Harry—Without a toothache.
Jess—Without a paper.
Johnny—Without a timetable.
Jus—With a dirty face.
Miss Mac—Shooting paper wads.
Mac—Sitting down; though it does put knees in his trousers.

MacLaurin—Coming late.
Mickey—wearing a turban.
Pete—Without a cigarette.
Ray—Without a racing form.
Bobby—In need of a feather-edge.
Russell—in overalls.
Temp—Frowning.
Mr. Weekes—Without his briar.

What We Would LIKE TO HEAR

Miss Ruth—Sneeze.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

We predict a great peanut taffy and gum drop famine during the next few months, due principally to the fact that French has at last got in his new set of "hash grinders." We also predict that more than one young lady will ask "Who is that good looking young fellow?" when he makes his nightly visit to Frederick Road Park. We admit that the change is wonderful and hope that proper precautions will be taken the next time a raid is made on the old jug in the cellar.

Some people go to great expense to keep before the public. "Joe" Heine, prominent Ellicott City resident, of Relay minstrel fame, belongs to this school. Since the first part of the season (it might have been since 1915 or 1916), "Joe" has been looking over the straw hats displayed by the leading dealers of Baltimore, but apparently can not be suited, as he claims that the old one looks better each year. But being flush one day, "Joe" rides over to Washington, throws all precaution to the wind and dikes himself out with a brand new NEAR PANAMA at the fabulous price of $2.95. He says that a near Panama is like near beer—both look like the real article from a distance. The transformation must have been marvelous as we understand several people passed him with remarks such as "How are you today, Senator?" etc. The next thing "Joe" threatens to do is to buy one of those silk shirts with a broad red stripe. Be careful, young man; "lay off" the shirt this season, be content with the dicer, and wait until next year to pull the shirt stunt on the home folks.

With the stage all set for our third annual Field Day, Saturday, June 12; with all the details worked out for a big afternoon, and with the multitude on hand to enjoy themselves, old J. Pluvius took a hand in the party and when that old boy finished pouring water all over South Baltimore, and Westport Baseball Grounds in particular, the playing field would have made an ideal spot for a boat race.

We are, however, deeply indebted to Messrs. Spedden and Brauer for their generosity in allowing us the use of the grounds, and for furnishing, without price or without stint, refreshments for all hands. Too much cannot be said about these two gentlemen and we can only assure them of our sincere thanks and appreciation.

Not being able to make use of the ball grounds in any manner, the only thing left to do was consume everything edible and drinkable in sight, which same was done with great gusto; "hot-dog" sandwiches disappearing at an alarming rate. It looked dreadfully natural to see "French" handing Bis-Mac over the mahogany. If his dad could only have seen him! A later date will be set for the picnic.

Auditor Disbursements

Correspondent, JOHN C. SVEC

John A. Zimmerman has returned from a trip to the Western Coast with the Boumi Tour. He seems to have had the time of his life.

Miss Coster recently made a visit to her home town, Solomon's Island, and from the packs of films she brought back with her, it looks as if she had "Vamped" the whole island.

The stork paid a visit to the home of James L. Sherwood on July 6, and left a *bright* ten pound bouncing boy. Congratulations!

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

June Weddings

August F. Barley, Statistical Bureau, and Miss Marie McCourt, on June 15, at St. Thomas' Church, by the Rev. J. Leo Barley, brother of the groom. Boston, by the sea route, was their choice.

Harold Willis and Miss Jeannette Bautz, Local Settlement Bureau, June 17, at the rectory of St. John the Evangelist Church, by the Rev. Leonard Ripple.

Edwin Valentine and Miss Mary Lillian Ganzhorn, Interline Division, Wednesday, June 23, solemn nuptial High Mass at 9.00 a. m. at St. Martin's Church, ceremony performed by the Rev. Leo Otterbein. A brother and sister of the bride acted as best man and bridesmaid, respectively. They will reside in Tacoma, Washington, where the groom is engaged in business.

Robert Clarke, Jr., and Miss Sadie Robinson, Local Settlement Bureau, at Lutherville, Md., June 23, 1920, by the Rev. Dibble of the Methodist Church.

William Edward Pfeifer and Miss Lillian Huber, stenographer in the Interline Settlement Bureau, June 30, 8.00 p. m., at the home of the bride, by the Rev. L. M. Zimmerman, of Christ Lutheran Church. Miss Vertalee Nieman, friend and fellow clerk, acted as bridesmaid.








SOME MORE OF THE AUDITOR OF MERCHANDISE RECEIPTS OFFICE'S BABIES

Their names are, left to right: Upper row—Charles H. Dannetell, III, son of C. H. Dannetell; Mary Elizabeth, Caroline Anna, Charles Joseph and Frances Anthony, children of Edward J. Napfel; Doris Louise, daughter of Assistant Chief Clerk H. W. Hohman. Lower row—Charles and Robert, sons of Mrs. Edith Henneman; Douglas, son of Head Clerk Randolph Laudeman; Ruth Maxim, daughter of Mrs. Marjorie Graham.



John Arthur Noel
Son of Mr. and Mrs. J. P. Noel, of Washington, D. C. Mrs. Noel, prior to her marriage, was known to the office of the Auditor Merchandise Receipts as Miss Louise Peddicord

We are also apprised of the marriage of Miss Virginia Harris of the Comptometer Bureau and Mr. Walter Gimble during the early part of January. Best wishes.

Travel, they say, is an education in itself. We ought to have some wiseacres around here. There's Miss Cleda Wood, who is doing Jersey and Asbury Park; Talbott Booth, who did the Hudson River Landings, but didn't get to Orange Lake near Newburgh on account of trolley trouble; and a group of mermaids who went to the seashore, Misses Derwart, Pokorny, Groves, Tobias, Cain, Ebert, etc.

There are different kinds of trunks—elephants' and "going away," and the trunks all packed ready to go away to Portland, Me., are the property of the Maries—Dahm and Weber. A horrid man hopes that they lose their trunks.

It's not quite according to Hoyle to talk across the desk, but who could resist the temptation of a pleasant word to Beatrix? And "Joe," across the way, a gallant soldier boy, applies himself diligently at the overtime, preparing, no doubt, for happier days to come.

"Bob" Rynehart, with his mother, is visiting Southern Canada and the St. Lawrence River country, including St. Anne de Beaupre. From all gossip, they are having an enviable trip. Also is "Phil" Wallace. Why, "Phil"?

With the variety of promising young women hereabouts, we are at a loss to understand why two young men have taken up Bachelor Apartments.

Chronometer Edward Jones still has the correct time if you want it. Maybe the Lieutenant got the o'clock idea from the target when "a-soldiering."

It is with real sorrow that we learn of the death of Miss Ada Williams of the Comptometer Bureau. Miss Williams died on June 7, 1920, at her home on Tangier Island. Funeral services were conducted by the Rev. C. E. Godwin of the Methodist Church on June 9. Interment in the family burying ground. The family has our condolence.

Auditor Miscellaneous Accounts

Correspondent, MARY E. PEARRELL

A wedding of interest to this office as well as many other offices in the Building took place on Friday, July 2, when "Al." Rothman took for his lawful wife Miss Evelyn Flinkman of this office. Evelyn was quite popular with both sexes and is greatly missed by her many admirers. We extend our congratulations and best wishes for a long and happy married life.

Owing to the resignation of George L. Vink, Ira C. Kelley and J. Charles Burgess have been promoted. We hope each of these young men will make just as good clerks as their predecessors.

Miss Ruth V. Schafer is filling the position left vacant by Miss Estelle Bankard, who accepted position with an outside concern.

Miss Louise Neilson, formerly of the Freight Agent's office at Camden, has taken a position as clerk in the Government Bureau.

Carl Holland, our former messenger, has been promoted to clerk on Baggage Desk. Stuart Fuld succeeds Mr. Holland. We hope Stuart will be just as good and faithful a messenger as his predecessor.

Mr. William Schuppner is now acting as secretary to our auditor, C. G. Pollock.

On Saturday morning, June 12, at the home of our former correspondent, there arrived a baby girl weighing six pounds. Mr. Lippert says she can walk and talk, but we doubt it very much.

Auditor Passenger Receipts

Correspondent, G. FRED. MILLER
Secretary to Auditor

Upon looking over the Baltimore newspapers you may come across the following advertisement:

"Office Space—Lexington Building."

There's a reason; we did not have sufficient space to carry on our ever increasing business, and it became necessary to seek larger quarters. We made a record move from the Lexington Building at Lexington and Liberty Streets, to the Annex Building at Liberty and Lombard Streets. We evacuated the Lexington Building on July 16, and were doing business at the new headquarters on the following day. Pretty snappy work. Ringling Brothers and Barnum and Bailey have sent for information as to our moving system.

We extend an invitation to our railroad friends to pay us a visit and witness a modern Passenger Receipts office of a large railroad turning out work in a speedy, accurate and noiseless manner.

The Auditor Passenger Receipts' office, cooperating with our good friends of the Auditor Disbursements office, held an excursion to Tolchester on July 16. The day was ideal, and the night—well, anyone taking a little stroll around the decks, would have found the answer. Quite a representative crowd made the trip and had an enjoyable time. The two offices staged a ball game, which resulted in a four to two decision in favor of the Auditor Passenger Receipts' team.

When it comes to preparing lunches, I'll stick to the girls of the office; Mrs. Childs and the chef at the Ritz-Carlton are "has-beens," and could secure some good recipes from our fair cuisine artists.

Miss Lola Arnold chaperoned a party of girls from the office, and led them a merry chase. They censored all the bathing costumes on the beach, and finally Miss Lola overpowered Miss Helen Kirkwood and the other little girls of the group and got them all off on the bosom of the beautiful Chesapeake Bay in a tiny row boat. Since seeing Lola row, some athletic directors have decided to send her to the Olympic games to contest with representatives from all other countries.

The Auditor Passenger Receipts' handicap was run off at the Tolchester Beach race track. After a desperate struggle down the home stretch three horses were so closely bunched that the judges were unable to decide who really was the winner. It is said the horses will never look the same. Miss Aggie Hofmann's poor horse thought he was being vamped and did not have his mind on the race at all. He walked the full distance.

The Auditor Passenger Receipts' Welfare Association will shortly have an outing at some beach and is now endeavoring to secure a suitable place.

One of our splendid girls, Miss Helen Foulke, recently joined the order of housewives. It was a very pretty church wedding, and of course all the girls finally broke up the ceremony by rushing up and making the poor groom all nervous, etc.

Our office team is going strong and recently defeated the Auditor Merchandise Receipts' team at Druid Hill Park. The latter team had been selected to represent the Baltimore and Ohio Central offices in the Railroad League. This was the second defeat administered to the Auditor Merchandise Receipts' team. The Auditor Passenger Receipts' team will not be permitted to play in the league because of the fact that two of their members were not in the service on May 1. Our team will follow out a schedule they have arranged for the summer.

George Eichner, former MAGAZINE Correspondent of the office, has resigned. We regret to lose such a good companion and trust his future will be successful.

Summer vacations are now getting in full swing, and the vacation sweetheart will have his hands full. Niagara Falls and Atlantic City are the two popular places. They go to Niagara Falls to find all the pretty nooks to lead the poor innocent men, and then to Atlantic City to pick out the most expensive hotels. Leave it to the ladies.

"Jim" Zim's wife had two baskets of lunch on the excursion mentioned above, but when "Jim" got through there wasn't enough left to tease the tinniest ant at Tolchester.

The accompanying picture, taken at Tolchester, shows Miss Arnold and some of the girls she chaperoned. Miss Vane is doing the strong man stunt. This form of exercise is being taught at the swimming club this season.

Messrs. Jenkins and Mewshaw recently went to Ellis Island to perform some important railroad work. They were stopped by the guard at the Ellis Island landing, but no one seems to be able to find the answer.

We have missed of late the beautiful and inspiring poems of our assistant auditor, Louis M. Grice, and hope that his absence from the pages of the MAGAZINE is but temporary. We feel that we are well within the bounds of good taste and propriety when we claim Mr. Grice as the Poet-Laureate of the Baltimore and Ohio.



Girls from office of Auditor Passenger Receipts on an outing



Miss Gladys Kreuger, daughter of Westbound Night Clerk Arthur Kreuger

New York Terminals

Correspondent, SARAH ROLMES

Vincent R. Cherney, well-known and well-liked by all, has left the Railroad to woo Dame Fortune elsewhere. Mr. Cherney is one of our veterans, having "seen service" for 20 years. He takes with him our best wishes for success in his new field. That we miss him goes without saying. But cheer up, folks, "Vince" has promised to step in to see us every now and then.

With the summer days in full swing, we note our fair girlies are trying to outdo each other in their summer apparel. Pink, pale blue, Nile green and lavendar seem to be the preferred shades of the frocks. The simplicity and daintiness with which each one is fashioned lends a touch of charm to the wearer. Look out, boys, or you'll each have your hearts pierced by Cupid's arrow before long.

Seems as though some of the boys won't let up on playing their little pranks on "Joe Coffee," our famous pie provider. If they're not pulling his tie out of place, they're tipping his hat off his partly bald dome, calling him back when he's halfway out, and doing as much mischief as they can. Good old "Joe," however, takes it all in the proper spirit, even when carried a little too far.

Ding-dong, ding-dong, ding-dong, ding,
How sweetly the wedding bells ring!
For whom do they chime? Now you shall know.
For pretty Irene and her beau.

Many of us had the pleasure of being present at the wedding of Irene Sparks to "Casey" James F. Connell on Wednesday evening, June 23. The ceremony was held at the Church of the Sacred Heart, West Brighton, S. I., and was followed by a reception at the home of the bride. As a rule, brides are very pretty, but Irene, with her blue eyes, blond hair, and her gown of white satin and silver lace, not forgetting the crown of orange blossoms, was a vision of loveliness. No less handsome was the groom. The office presented the couple with a beautiful dinner set that pleased them very much.



Grandmother Kreuger

On June 11, Dr. Stork visited the home of Daniel Ledwirth, float foreman at West 26th Street Station, and this time surprised with a gift in the shape of a baby boy. That Daniel, Jr., is a bouncing baby is indicated by its weight on arrival, 8¼ pounds. We extend our congratulations to Dan, Sr.

Most thrills come once a lifetime, but ours come twice a month. Need I say more?

Jersey City, N. J., had the honor of entertaining our popular chief clerk, H. O. Duffy, for one week. That he "painted the town red" as the saying goes, is shown in his remark that he forgot the existence of the Baltimore and Ohio. Fancy that!

The night force complains that they have never got into the MAGAZINE yet. Well, night force, why don't you do the necessary and give your notes to N. V. Cosgrove, who will hand them to the correspondent? Here's something for a start from one of your mates:

The pictures above are those of Mrs. Eva K. Kreuger, mother of Arthur Kreuger, westbound night clerk, and his daughter Gladys. Mrs. Kreuger came from St. Louis recently to visit Arthur. The picture of Gladys may be suggestive of a June bride, but she hasn't reached that stage yet. It was taken a few days after she made her first communion.

Staten Island Lines

Correspondent, G. F. GOOLIC

We are pleased to announce the marriage of Miss V. C. O'Neil, stenographer to division engineer, to Mr. O. Nelson. The marriage took place at the home of the bride at Mariners Harbor. We all extend our congratulations and good wishes to both.

George Styles has been appointed supervisor of crossing watchmen, vice C. Wilson, resigned.

H. J. Goolic was employed as material clerk, vice Mr. Styles.

D. Reynolds was employed as fire inspector, Maintenance of Way Department, vice T. Murray, resigned. "Dan" worked in the Maintenance of Way Department before, as carpenter helper.

R. McCullan spent his vacation at his home at West Brighton.

Arrangements are being made for the Sixth Annual Ball of the Staten Island Railroad Club, which is to be held at Selmers Park, Grant City. We all expect to make this picnic the best ever held on Staten Island.

"Al" Rauscher is now enjoying his well earned vacation at Baltimore.

There isn't a day that passes by that Miss G. Whalen hasn't a bag of candy after each meal. She will turn into candy if she doesn't watch her step.

J. F. Langford, car dispatcher, Superintendent's Office, Pier 6, St. George, is rejoicing over the arrival of "Friend Stork," who left a bouncing baby boy. Congratulations!

"Joe" King, operator at Mariners Harbor, took a trip to Sullivan County and brought home a bride. We did not expect "Joe" to do this without letting us know about it. Anyhow, we all extend hearty congratulations.

H. Koenig, clerk, St. George, is enjoying his vacation at Glen and Niagara Falls.

C. J. Martins, operator, Cranford, takes off the Fourth of July every year. We didn't know the reason for this until Mr. Martin told us that the Fourth is his birthday, and he wants that day off to have a good time. Mr. Martins is now 65 years old and is till going strong.

Miss I. McCarthy, stenographer in Superintendent's office, has enjoyed her vacation at Oswego, N. Y.



Canal boats at New McMyler Coal Dumping Machines at Arlington

Dont Send a Penny



The shoes offered here are such wonderful values that we gladly send them, **no money down.** You will find them so well made and so stylish and such big money-saving bargains that you will surely keep them. So don't hesitate—just fill out and mail the coupon and we will send you a pair of your size. No need for you to pay higher prices when you can buy direct from us—and no need sending money in advance before receiving the shoes. Why pay out $6, $8 or more for shoes not nearly so good? Act now. Mail the coupon today while this special offer holds good. Pay only when shoes arrive.

Great Work Shoe Offer

We can't tell you enough about these shoes here. This shoe is built to meet the demand for an outdoor city workers' shoe and for the modern farmer. Send and see for yourself. Built on stylish lace Blucher last. The special tanning process makes the leather proof against acids in milk, manure, soil, gasoline, etc. They outwear three ordinary pair of shoes. Most comfortable work shoe ever made. Very soft and easy on the feet. Made by a special process which leaves all the "life" in the leather and gives it wonderful wear-resisting quality. Double soles and heels. Dirt and waterproof tongue. Heavy chrome leather tops. Just slip them on and see if they are not the most comfortable, most wonderful wearing work shoes you ever wore. Pay only **$3.98** for shoes on arrival. If after careful examination you don't find them all you expect, send them back and we will refund your money.

Remarkable Bargain

To order these shoes mark X in the ☐ by number AX15105 in coupon. Be sure to give size and width when ordering.

Send No Money With Order

Stylish Dress Shoe

Special bargain to close out a limited stock of these smart Dress Shoes. Act quickly if you want a pair. Made in classy lace Blucher style. Splendid quality calf uppers. Splendid solid leather soles and heels. Come in black only. At our price these shoes challenge all competition. Make your own decision after you examine and try them on. Sent absolutely on approval. You must see them to appreciate the fine quality of material, workmanship and astonishing bargain value. No money with order. Pay only **$3.98** for shoes on arrival. And that returned if you don't keep the shoes.

Mark X in ☐ by No. AX15106 in coupon. Be sure to give size wanted.

Send Coupon Keep your money until shoes come. Not a cent to pay now. Sent direct to your home on approval. Then let the shoes themselves convince you of their bargain value or return them and get your money back. This is the modern, sensible way to buy—the way thousands are buying their shoes today direct from us—getting satisfaction—saving money. Fill out the coupon and send it now.

Leonard-Morton & Co.
Dept. 6885 **Chicago**

Send Coupon Today

Leonard-Morton & Co.
Dept. 6885 **Chicago**

Send at once the shoes which I have marked X in ☐ below. I will pay price for shoes on arrival with the understanding that if I do not want to keep them I can send them back and you will refund my money.

☐ Work Shoes No. AX18028 $3.98 ☐ Dress Shoes No. AX15106 $3.98

Size.....

Name.....

Address.....



"MULLIKIN'S FIRST LOVE." HOW DOES HE GET THAT WAY?

Miss Marie Vitter has been employed as clerk, Car Accountant's office, Pier 6, St. George, vice Miss M. Ashley, resigned.

Mr. and Mrs. F. Van Name took a trip South on their vacation.

P. Mahoney has been employed as eastbound clerk, Lighterage Department, Pier 6, St. George.

Baltimore Terminal Division

Correspondent, C. O. HEALY, *Secretary to Superintendent*

Sometimes a secret is a secret and then again it is not. I have reference to Conductor Joseph R. Turner, Camden Yard, who recently took unto himself a fair one. Her name is Mrs. Juanita Copper, of the Freight Claim Department. This for the information of Conductor Turner's fellow employes, who might, unknowingly, try to lead him astray.

No ill luck is intentionally wished upon him, but we are in hopes that on the next trip that "Abraham" Lincoln's bright pink shirt takes to the laundry, it will become mislaid.

Our office boy, George Crocker, was the first one of us to enjoy a two weeks' vacation. About all he has to say is to emphatically denounce the charge of $1.00 per day for room and board at a certain Betterton hotel, and claims he was soaked unmercifully and will not visit that resort again. Read up on old "H. C. L.," George.



It is with regret that we note the serious illness of Car Distributor C. E. Fowler. His speedy recovery is anxiously looked for by us all.

We have noticed a certain young man at Camden Station walking around absentmindedly and burning his tongue with the wrong end of his cigarette. We have been unable to account for it, but when he took to wearing polka dot ties and shining his gold tooth—well, that settles it, it must be his first love affair. See Heiser's cartoon, left, for further explanation.

F. H. Carter leaves the office occasionally to switch a car out down on No. 7 track or to act as conductor on a motor through the Belt Line Tunnel. Barrett Weis likes to deliver messages in the Curtis Bay district after midnight.

"Fred" Groom, who has been assistant chief clerk in this office for some time, has accepted a position bearing the same title in the office of the General Superintendent. F. H. Carter succeeds him. Success to you both!



Albert Louis Folks
Year-old son of Albert F. Folks, upholster helper, Mt. Clare, in service two years

The acceptance of the position of assistant trainmaster by F. W. Stringer, former assistant chief clerk, office of the General Superintendent, adds great strength to the supervisory staff of our division.

Miss Pearl Berrett's pretty collection of dresses always keeps us guessing, wondering which one she will don on the following day.

We don't like to see the Riverside messenger boy get sick, but we do like to see "who takes his place."

B. E. Dean, formerly employed by the Baltimore Division, has accepted a position in this office as secretary to assistant superintendent.

Miss Annabelle Smith, our Riverside "hello" girl, just returned from her vacation in Washington and points in Virginia.

We don't agree with the Correspondent in the General Manager's office, regarding "Charlie" Healy's ties. They don't talk, they shriek. (See sketch.)



Margaret Galloway Miles

Mount Clare Shops

Correspondent, MOLLIE ALBRECHT *Secretary to Superintendent*

Here is a baby of railroad ancestry—Margaret Galloway Miles. She is the daughter of William W. and Elsie Galloway Miles; the granddaughter of George W. Galloway, foreman at Mt. Clare Shops; the great-granddaughter of the late Jessie F. Galloway, one of the early passenger conductors of the Baltimore and Ohio, and the great-great-granddaughter of William Galloway, who was one of our first engineers. We naturally expect Margaret to become a railroad girl as soon as she grows up.

Locust Point

J. C. Galloway, statement clerk, Timekeeper's Department, will shortly leave on his annual trip to Harrisburg, Pa. As we have been wondering who she is, let's hope that "Joe" will bring her back this time. Also hope he will not forget his umbrella in order that he may run no chance of getting a newspaper to cover his 1905 panama hat.

Peter Dudley and his friend Aquilla Johnson, both of whom have very large farms somewhere near Herring Run, have each put up a ten spot to see who will grow the largest pumpkins.

Mr. Tewey has the congratulations of all his fellow clerks in the office upon the occasion of his recent promotion.

I. Silverman and his wife have found out a way to beat the high cost of living. For the past month they have been spending the week-end as guests on the farm of A. Johnson.



Delivery Clerks, Pier 22, Philadelphia

Agent's Office, Camden

Correspondent, W. H. Bull

We are just in receipt of news that F. G. Casler formerly of the Accounting Department, and who sailed last year for Russia with the Russian Railway Corps, is expected to land in California in mid-July. We will be glad to see Mr. Casler, as we are sure that he will have some interesting stories to tell of his trip abroad.

Miss Emily Brown, Accounting Department, and C. E. Davidson, Billing Department, were married in Washington, D. C., on June 26. Hearty congratulations are extended.

S. H. Hatton has left on his vacation for a trip to San Antonio, Texas. He has promised to return—married.

N. A. H., Rate Department, is longing for a trip to Florida. It's up to someone to get busy.

Baltimore Division

Correspondent, W. H. Tarr, *Superintendent's Office*, Camden Station

Buildings on the Washington Branch are receiving a coat of paint under the supervision of our veteran Painter Foreman, M H. Higginbotham.

While at Washington Junction recently, your correspondent paid a visit to Operators W. Q. Stouffer and O. B. Sigafoose. This is a busy junction point and the handling of operations by these gentlemen was very interesting to the spectator. The correspondent regrets he did not have a kodak as he could have filled several pages of the Magazine with interesting sights and the homes of these gentlemen.

We chronicle in these columns the death of Charles T. Rogan on July 7. Mr. Rogan was seized with a hemorrhage at 3.00 o'clock, an hour before the time for his going on duty. He started in the service of the Company as a messenger at Locust Point and within about a year had become an operator. He served in this capacity ever since, a period of about 12 years. He was a student of the key and knew both the Morse and Continental codes and during the War served the Government as a radio instructor. He belonged to a family of railroaders, his father being T. M. Rogan. passenger conductor. His brother, T. J, Rogan, is also an operator.

Brunswick

Correspondent, Ethel E. Stickley

Heard daily in the Freight office:
R. R.—It's a beastly nuisance.
M. F. W.—Let's tap off the rolls.
M. S.—Oh, I am so hungry.
Kelley—Gee! I just had a bottle of pop.
C. M.—What is the situation?
Pete—Ten hours tomorrow.
Squirley—Nothin' doin'.
R. F. S.—Big night tonight.
L. M.—Did I do that?
J. G.—Are you in good shape?
G. M.—Well, I do think.
E. S.—I wish it was lunch time.
A. S.—Yes, indeed!
R. F.—My hair is not red.
N. M.—Oh, we'll never get out.
R. M.—Wait a minute.
C. J.—Hope we get out early.

The new time clock for registering employes in and out from work is now in operation.

The Transfer Department was closed on July 5, and all employes enjoyed the one day holiday.

Washington, D. C., Freight Station

Correspondent, W. L. Whiting, *Chief Clerk*

Washington is at present at its quietest period of the year, when most of the big houses are boarded up for the summer. This affects the general business of the city, and is felt in railroad circles as elsewhere. We expect some sort of a let up on the usual rush about this time of year, and therefore what may be truly called the vacation season is in full swing. Things all work very happily in this connection at this station, and several of our force have already availed themselves of the opportunity offered.

Collection clerk S. F. Mehlfelt did not travel far from home. The recent visit of the Stork provided him with all the fun and enjoyment that he could wish for.

Cash Clerk I. E. Catterton spent a few days at the old home at Bristol, Md.

File Clerk J. H. Huhn is having the time of his life at his extensive farm at College, Md. We expect to see that he has gained many pounds in weight while providing the neighborhood with good fresh vegetables.



"Another $50 Raise!"

"Why, that's my third increase in a year! It just shows what special training will do for a man. When I left school to go to work I couldn't do anything in particular. All I could hope for was just a job—and that's what I got, at $60 a month for routine, unskilled work. I stayed at it for three years, with one small increase each year.

"Then one day I woke up. To tell the truth, I wanted to get married. Of course I couldn't on what I was making and that made me do some serious thinking. I found I wasn't getting ahead simply because I couldn't do any one thing well. Almost anyone could step in at any time and do what I was doing. I decided right then to put in an hour after supper each night preparing myself for more important work. So I wrote to Scranton and arranged for a course that would give me special training for our business.

"As I look back now, I wonder why I didn't realize before that this was the thing to do. Why, in a few months I had a whole new vision of my work and its possibilities. You see, I was just beginning to really understand it. I made some suggestions to the manager and he was immensely pleased. Said he noticed how much better I was doing lately and wished he had more like me.

"Just after that an opening came and he gave me my chance—at an increase of $25 a month. Then I really began to grow. Six months later I was put in charge of my department and my salary went up again. Since then I've had two increases of $50 a month and now I've got another $50 raise!

"This will be great news for Mary. We'll have a home of our own with the comforts and enjoyments we've dreamed of. And I've only just begun. I can see a real future ahead now with more money than I ever hoped to make."

For 29 years the International Correspondence Schools have been helping men and women everywhere to win promotion, to earn more money, to have happy, prosperous homes, to know the joy of getting ahead in business and in life

More than two million have taken the up road with I. C. S. help. More than 110,000 are now turning their spare time to profit. Hundreds are starting every day. Isn't it about time for *you* to find out what the I. C. S. can do for you?

You, too, can have the position you want in the work of your choice, you can have the kind of a salary that will make possible money in the bank, a home of your own, the comforts and luxuries you would like your family to have. No matter what your age, your occupation or your means—you can do it!

All we ask is the chance to prove it—without obligation on your part or a penny of cost. That's fair, isn't it? Then mark and mail this coupon.

TEAR OUT HERE

INTERNATIONAL CORRESPONDENCE SCHOOLS
Box 8485-G SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject before which I mark X.

- ☐ LOCOMOTIVE ENGINEER
- ☐ Locomotive Fireman
- ☐ Traveling Engineer
- ☐ Traveling Fireman
- ☐ Air Brake Inspector
- ☐ Air Brake Repairman
- ☐ Round House Foreman
- ☐ Trainmen and Carmen
- ☐ Railway Conductor
- ☐ MECHANICAL ENGINEER
- ☐ Mechanical Draftsman
- ☐ Toolmaker
- ☐ Machine Shop Practice
- ☐ Gas Engine Operating
- ☐ CIVIL ENGINEER
- ☐ Surveying and Mapping
- ☐ R. R. Constructing
- ☐ Bridge Engineer
- ☐ ARCHITECT
- ☐ Architectural Draftsman
- ☐ Ship Draftsman
- ☐ Contractor and Builder
- ☐ Structural Engineer
- ☐ Concrete Builder
- ☐ CHEMIST
- ☐ Mathematics
- ☐ TRAFFIC MANAGER
- ☐ BOOKKEEPER
- ☐ R. R. Agency Accounting
- ☐ R. R. Gen'l Office Acc'ting
- ☐ Higher Accounting
- ☐ Cert. Public Accountant
- ☐ BUSINESS MANAGEMENT
- ☐ Private Secretary
- ☐ Stenographer and Typist
- ☐ SALESMANSHIP
- ☐ ADVERTISING
- ☐ Railway Mail Clerk
- ☐ CIVIL SERVICE
- ☐ ELECTRICAL ENGINEER
- ☐ Electrician
- ☐ Electric Wiring
- ☐ Elec. Lighting & Railways
- ☐ Telegraph Engineer
- ☐ Telephone Work
- ☐ MINE FOREMAN OR ENG'R
- ☐ Stationary Engineer
- ☐ AUTOMOBILE OPERATING
- ☐ Auto Repairing
- ☐ Good English
- ☐ AGRICULTURE
- ☐ Poultry Raising
- ☐ Spanish
- ☐ French
- ☐ Italian

Name _____
Present Occupation _____
Street and No. _____
City _____ State _____

25-19

Our notice clerk, Miss Isabel Hawkins, enjoyed the sea breeze at Chesapeake Beach. This is a favorite place with Washingtonians as it is not so far away, and you can come back home if it rains too hard.

Chief Waybill Clerk P. S. Smith enjoyed a few days rest at his home in Beltsville, Md. He has not been very well for some time, and the rest has been beneficial to him.

Tallyman Edgar Miller is still on the sick list. We are hoping to see him back again soon.

Miss Elizabeth Taylor has returned to her desk after being at home for several days nursing a lame foot. Miss Taylor had a little argument recently with a motorcycle, in which, as is usually the case, the motorcycle took first prize. We are glad to welcome her back and she promises not to attempt the same performance again.

Wilmington Freight Office

Correspondent, CHARLES W. HAMILTON

The following announcemtnt marks a very happy event, and one in which our office employees interested themselves and manifested a measure of their appreciation and deep regard always felt toward Agent Rittenhouse.

"This will announce the marriage of Miss Marie O. Grah to Mr. Ellis B. Rittenhouse on Thursday, May 13, 1920, Wilmington, Delaware."

Miss Grah is a Baltimore lady, a fine and engaging personality and Mr. Rittenhouse is truly fortunate and to be congratulated.

Following the extended honeymoon trip of the happy couple to several of the western cities was the presentation of a silver service of 32 pieces, by the Wilmington Freight office employes. In reply to the felicitations of the donors as set forth in a suitable address, Mr. Rittenhouse gave expression to his deep appreciation and mentioned the tact of the givers in keeping the gift until the return and presenting it as a complete surprise.

Little Dorothy, daughter of Mr. and Mrs. R. J. Simmons, lately arrived to take a welcome place as member of their happy family. Mr. Simmons is a valued member of our local Freight House team.

Matthew Cameron, Depot Force, Delaware Avenue Passenger Station, is happy in the advent of a fine new son. We have not, at this writing, learned the name of this new Baltimore and Ohio boy, but we are sure that Matthew will line the little chap for early promotion with our peerless railroad forces.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
R. G. ALLAMONG, *Secretary, Y. M. C. A.*
P. M. PENNINGTON, *Crossing Watchman*
RUTH M. CHEUVRONT *Office, Mechanical Engineer*

Lawrence, son of Watchman Pennington at Polk Street, who enlisted in the Marine Corps last December, has been at home on a ten-day furlough from Paris Island.

NOTE: The MAGAZINE office was honored with a visit from Mr. Pennington and his two sons, Lawrence and Leonard, on July 8. We are always glad to see our correspondents, and now and then when one does drop in to see us, we feel more than ever that we belong to the big family of Railroaders.

Martinsburg Shops

Correspondent, W. L. STEVENS, *Assistant Foreman*, Martinsburg, W. Va.

Brakeman Dayton E. Keesecker, of Brunswick, and Miss Sarah Shields, of Martinsburg, were married in this city. They will make their home in Brunswick.

The sad and untimely death of Sectionman William S. Athey was the cause of great sorrow to all of the railroad men in this section. Mr. Athey, with several of his fellow workers, was coming east from Cumbo to Martinsburg when an engine, running light, overtook the hand car. All but Mr. Athey succeeded in escaping.

The deceased was 44 years old, a native of Berkeley County, and had been in the employ of the Baltimore and Ohio since he was a young man. He was a member of the Jr. O. U. A. M., and was popular with his fellows. He is survived by a widow, Mrs. Mary Athey.

Mrs. Catherine Lucinda Light, 57 years old, wife of veteran Engineer P. M. Light, died at her home in this city, after a lingering illness. The sympathy of his friends is extended to Mr. Light in his hour of bereavement.

Another of our aged and retired railroad men, William H. C. House, of Magnolia, has answered his last roll call, and now sleeps in death on the hills of Magnolia, near the Railroad which he served for so many years. He was a member of the Martinsburg Veterans' Association and was always interested in its affairs and in the progress of the Railroad. Brother House was a member of Company D of the second Maryland Infantry, during the Civil War. He served the Baltimore and Ohio during the whole of his active life. See further note under "Green Spring."

Brakeman George Penn is wearing a glad smile these days. Ah! A boy? Yes, the great State of Pennsylvania has nothing on this town; we have a Father Penn, too.

Keyser

Correspondent, P. G. ERVIN

Harry B. Kight, day ticket agent at Keyser, resigned from the service on June 16 to accept a position with the West Virginia Pulp and Paper Co. at Covington, Va. Mr. Kight has been ticket agent at Keyser for the past six years and previous to that time was employed in various capacities in and around Keyser. In severing his connection with the service, the Baltimore and Ohio has lost one of its most efficient ticket agents. While we regret his leaving, we wish him all the success possible in his new position.

A wave of matrimony seems to have struck Keyser recently. On June 19 Marshall Virts and Mrs. Estella Salyards were married by the Rev. Garrett at the Methodist parsonage. Mr. Virts is employed as yard brakeman and his bride is yard clerk at Keyser.

On June 29, at the home of the bride's parents, the marriage of Marshall Orndoff and Miss Gladys Michaels, both of Keyser, took place. Mr. Orndoff is employed as M. C. B. accountant and Miss Michaels is the daughter of one of Keyser's merchants.



EMPLOYES OF FORMER JOINT OFFICE, BALTIMORE AND OHIO AND PHILADELPHIA AND READING, WILMINGTON, DELAWARE

Left to right, front row: Miss Catherine McNally, Mrs. Jennie C. Wright, Miss Catherine August, Miss Alice McNemar, Miss Rosena Ford, Miss Mamie George, Miss Hannah Crumlish, Miss Ethel Fisher, Mrs. Genevieve Knoth, Miss F. Martina Carroll, Mrs. M. Alice Hamilton, Samuel Green.

Back row: Lawrence A. Weldin, Miss Catherine Collins, Millard V. Petticord, Wilmer R. King, Miss Alice Moynahan, Mrs. Mary S. McKee, J. Oakford Lambson, E. B. Rittenhouse, agent, D. B. Hendricks, Elmer E. Townsend, Madison B. Lynch, Raymond Spindler, Philip Kienle, J. H. Davis, William T. Sawyer, Frederick Kendall, Charles W. Hamilton, Martin J. Lawless.



The late John Oliver Saville, under X

July 5 was a big day in Keyser and an occasion of much pleasure to all. The festivities were under the auspices of the American Legion and were well conducted. At ten o'clock in the morning there was a grand parade through the main streets of the city. The parade was composed of marching ex-soldiers and floats of various kinds. It is interesting to note that the float which took first prize was a "First Aid" display, prepared under the supervision of Safety Inspector G. E. Sirbaugh of our shops. The writer was privileged to see the parade (although he had been in Washington the previous day attending a ball game, and had just got up out of bed when the parade went by) and, in his opinion, the judges certainly knew their business in awarding the prize. Mr. Sirbaugh is a real "Safety First" man and too much credit cannot be given him for the good work that he is doing at Keyser.

Charles Steiding, clerk in Assistant Superintendent's office, is taking his vacation. The other night he sneaked in the office and left a note stating that he was having a good time in Keyser. It is hard to believe that he is having a good time when he would sneak around the office after all the other clerks have gone home and are thinking of going to bed. Charles can probably be found in his back yard, working the garden daily, with his wife looking on and telling him how everything should be done. Beware, "Charley;" the next time you want to tell us how you are enjoying your vacation, do it in the day time, when the bunch can hear you.

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

Mr. and Mrs. Guy Crites, whose wedding was recently reported, received a beautiful set of Rogers silverware as a present from the boys at the Plant.

Mrs. E. M. Stottlemyer, wife of our general foreman, wife of our general foreman, spent ten days with friends and relatives at Frederick, Plane No. 4, Mt. Airy and Baltimore. E. M. S. spent the 4th and 5th at Plane No. 4. "Ed" says "Oh, my! how he did enjoy country ham, fried chicken and chicken potpie!"

Mr. and Mrs. Roy Keister announce the birth of a daughter, Lucille Alberta Keister, born June 10.

Mr. and Mrs. Archie Haines are proud parents of a son, Archie Arnold Haines, born June 24, 1920.

On the afternoon of Tuesday, July 6, with scarcely an hour's warning, another highly respected and widely known Baltimore and Ohio Veteran passed through the valley and shadows to the Great Beyond.

John Oliver Saville, son of the late Jacob and Elizabeth Saville, was born at Levels, W. Va., on October 25, 1848. He entered the service of the Baltimore and Ohio May 10, 1871, as trackman on Section 23, where he worked continuously until April 23, 1917, when he was retired with the remarkable record of 46 years on the one section. He was proud of his acquaintance with nearly every railroad man on the east end of the Cumberland Division, by whom he was familiarly known as "Dad." Several beautiful floral offerings silently attributed this friendship. Mr. Saville's boast, verified by many of his friends, was that he could put up a prettier border and straighter edge than any trackman on his division.

Funeral services were held in the M. E. S. Church at Green Spring on July 8 and the body tenderly laid to rest by old Veterans and comrades in the service, in Oldtown Cemetery, at Oldtown, Md. The pallbearers were all old Veterans, proud of their service: M. Skelley, G. W. Robinson, George Teeters, I. N. Saville, L. V. Twigg and Henry Davis.

Mr. Saville is survived by his wife, Mrs. Amanda Saville, two sons, J. S., agent at Relay, Md., W. K., of Thomas, W. Va., and one daughter, Mrs. C. M. Lewis, of Green Spring, W. Va.

In the accompanying picture from left to right are: E. B. Saville, M. Skelley, Bert Montgomery, G. N. Teeters, the late J. O. Saville, Grant Dorsey and Foreman M. C. Miller.

GREEN SPRINGS, W.VA., June 30, 1920.

To Our Friends—I want to thank all my neighbors and friends through our BALTIMORE AND OHIO MAGAZINE for their kind attention given me while in the hospital, and especially for the interest shown my children. Also for the donation given us and the burden those neighbors lifted from me by caring for my house during that time.

Words fail me to express my full appreciation. May their pathway be of sunshine and their future reward be great.

(Signed) Mrs. LINNIE ALLEN.
(Wife of Night Foreman.)

Charles C. Ricewick and Miss Beulah Virginia Shaw were united in marriage on July 2 at the home of Mr. and Mrs. "Sol" Zimmerman at Old Town, Md. Reverend W. F. McFarland officiated. Our wishes for a happy future.

We have some fine truck farms this season, about 20 of the boys using idle ground to fight the H. C. L. We expect some potato growing records to be broken with Conley in the lead, Kittle and Gross close seconds, and one or two dark horses who may yet beat them all.

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The late William H. C. House, marked by cross

During the early morning hours on Monday, June 28, 1920, the spirit of another highly respected and well and favorably known retired Baltimore and Ohio employe, after an illness of a few weeks, answered the last summons.

William H. C. House, son of the late William and Susan House, whose ancestors were the earliest settlers of Morgan County, W. Va., was born at Magnolia, on March 6, 1839. During the Civil War he served three years with distinction in the Union Army, as a member of Company "B," Second Maryland Regiment, Potomac Home Brigade. One of his greatest delights was in relating his experiences in and near Winchester during the Valley Campaign.

He entered the service of the Company October 1, 1864, serving as fireman and brakeman. He was appointed pumper at Magnolia in 1881, being retired about 1905, after 41 years' continuous service. Loyal to his country, faithful to his duty, his was a life well spent.

Funeral services were held at his home on June 30, Veterans and comrades laying the remains to rest in Cedar Hill Cemetery. The pall-bearers were, A. T. Kesler, "Mike" Sharon, John Appold, James Mercer, J. R. Albright and C. A. Kifer.

Mr. House is survived by two sons, John R. of Magnolia, fireman at Timber Preserving Plant, William Nicholas of Cumberland, two daughters, Ida and Blanche, and one sister, Mrs. E. F. McAdams of Cumberland.

The floral tributes were many and beautiful

We regret to report that owing to ill health, Earl S. Crawford, treating engineer, has been granted a leave of absence. Our hope is that Mr. Crawford may speedily regain his health and again be in the service.

Connellsville Division

Correspondents

S. M. DeHuff, *Manager of Telegraph Office*, Connellsville, Pa.
J. J. Brady, *Office of Division Accountant*, Connellsville, Pa.
Earl E. Shank, *Office of Superintendent*, Connellsville, Pa.

On page 66 of the October, 1918, issue of the Magazine there appeared a photograph of a happy couple standing on the station platform at Border, Pa. They were Section Foreman and Mrs. W. M. Hutzell; but, there was a good bit of controversy as to which was which. The riddle has been solved by the accompanying photograph, which simply proves that Mr. and Mrs. Hutzell had exchanged clothes for the former picture.

Pittsburgh Division

Correspondent, E. N. Fairgrieve, *Car Distributor*, Office of General Superintendent

Glenwood Shops

Correspondent, Frank Rush, *Shop Clerk*

"Some Boy"

Let us proceed to analyze our friend, C. H. Trichinger. He has nice, big, Spokane apple cheeks, deep, dark blue eyes, and dimples that would make a six-month's old baby hide his face. He made his debut on the Railroad at Glenwood Tower on December 11, 1918, as Signal Repairman Helper. In March, 1919, he was transferred to "WJ" Tower as Lampman. He still holds this position. When any of his friends wish to



The puzzle is answered
(See Connellsville notes)

inquire about his health, they usually say, 'Well, how's tricks?", and C. H. replies, "I haven't any new ones today, but I haven't been home yet."

"Steve Petey"

"Steve" is no high brow but neither is he a low brow. Being of foreign birth, his name, of course, embraces practically 26 of the 37 letters in the alphabet, so we used some "Rumford's" and his name is now as above. "Steve" started at Laughlin Junction as lampman on December 17, 1917, but was shortly transferred to Pittsburgh Junction Railroad as lampman and worked there until about April, 1918. After a short absence from service, he returned to the Signal Department in July, 1918, and was assigned to WJ Tower as signal repairman helper. "Steve" is unmarried and thinks he will remain so, though 1920 may decide in his favor.

William A. (Alonzo) Miller

This young gentleman is the prize of the year when it comes to moving. He has a three horse van tied to a tree. Put on your shells and hold your hats; don't stand up; give me your money, for this is his record: January 5, 1917, clerk at Glenwood station, then interchange clerk at Bessemer, receiving clerk at Glenwood store room, to WJ Tower as signal repairman helper—all within the time between January 5, 1917, and February 27, 1918—but probably his excuse is a good one. He is married and has two boys. His fellow workers admire him for his mild manner, which quickly reaches the hearts of all who meet him; he is every ready to do his share of the work. Mr. Miller says he is ready to receive instructions relative to telegraphy from any nice telgrapher. (Of course this sets male telegraphers back a peg.)

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton, W. Va.
Mary C. Leeds, *M. P. Clerk*, Grafton, W. Va.

B. Z. Holverstott, assistant superintendent, with his wife and son, spent two weeks enjoying the breezes at Atlantic City.

G. F. Wiles, shop draughtsman, recently returned from a business trip to Pittsburgh, wearing a broader smile than usual. He had brought with him a dandy new camera. Guy has always been popular with the "bunch," but we predict for him a greater popularity now that he has such a "taking way." He has promised us a number of "close-ups" of the men, shops, office force, etc., for the Magazine.

Miss Bertha Bishop, stenographer, Master Mechanic's office, has been absent from her desk for some time on account of illness. She is now improving and we sincerely hope to have her with us soon again.

"Jinks," official score-keeper of Monongah Division Basball Club, and erstwhile machinist helper in the erecting shop, says: "Since the recent game with Weston on the local diamond, I know that I could fill a position in the Accountant's office. Why, I actually kept that score without the aid of an adding machine."

W. E. Hodell and W. E. Parkhill were Grafton delegates to the Relief Convention held in Chicago in June. They report a very interesting and profitable session.

The accompanying photograph shows Labor Foreman W. T. Bartlett taking a brief rest from his arduous duties of rounding up his "Malted Milk Kiddies." Boss Bartlett is popular with his gang, all of whom agree that there is nothing "little" about him.



Foreman W. T. Bartlett

To some of us, during these warm, sultry days, come visions of "shady trees near babbling brooks"—but not to all. Our *Gene*-ial timekeeper says she much prefers the Son, and resting in an Oldsmobile beside a *Bush* is good enough for her.

J. H. Colebank, business manager of the Monongah Division Baseball Club, is a new member of the Master Mechanic's official family. He fills the chair of boiler clerk.

We have only three weddings to report this time. Perhaps Cupid is taking a vacation.

Machinist Helper C. V. Messenger and Miss Davis of the South Side were married early in June.

On the evening of June 29 the wedding of Stores Department Clerk Percy E. Robinson and Miss Nettie Smith, a little "School-Marm," took place in the Christian Church, Grafton.

On June 30 at the home of the bride, Miss Margaret Cassell, assistant file clerk, Superintendent's office, and Mr. Joseph Gifford, of Fairmont, West Virginia, were married. All extend congratulations to Margaret, although we miss her smiles—and files.

Ohio River Division

Correspondent, Miss M. M. Moore

C. E. Matheney is the new shop material clerk in the Division Accountant's office, vice Miss R. F. Busch. No, Miss Busch isn't married, she was promoted to tonnage clerk.

A Fire Prevention meeting was held at the Y. M. C. A. on July 8. It was largely attended.

Harold Liggett received instructions to report at Camp Perry near Chicago. We wonder how he likes being a soldier.

It has been noted that John Rood of the Superintendent's office has gone to smoking cigarettes. What will he do next?

"Happy" Arnold and "Kactus" Harrison enjoyed a vacation trip to Canada. Why go to Canada, "Happy?"

After Edward Fortner returned from his vacation in the South, he received a copy of "the fourteen points," which have benefited the entire force.

The accompanying photograph is of "The Big Three" of the Division Accountant's office, Parkersburg, W. Va. Reading from left to right, M. H. Mohler, transportation timekeeper; R. E. Waid, motive power accountant; and G. B. Spencer, division accountant. This was snapped just before a basket lunch was spread at a picnic enjoyed by the employes of the Division Accountant's office on Blennerhassett Island on May 12.



The Big Three

C. H. O'Neal, transportation time clerk, is somewhat improved, although he is still unable to return to work.

Miss Marguerite Biddle has returned from a very exciting trip to Cincinnati, Ohio, on the pretense of seeing the "Zoo." We are of the opinion that there is a man in the case (not in the "Zoo" however). How about it "Mike."

R. E. Waid, motive power accountant, has returned after a much enjoyed vacation.

Our baseball team is doing excellent work. They defeated the Charleston Division boys on the local grounds on July 10 by a score of 4 to 0. They have a game scheduled with Baltimore and Pittsburgh, on local grounds for July 14 and 17, respectively.

Our superintendent, Mr. Root, has returned from his vacation, on which he took an extended trip through the South. His intentions were to return by steamer from New Orleans to New York, but after being informed that steamers did not run on "City Car Schedule" and after waiting three days for one to appear, he returned by rail. Has he told you about his steamer trip?



Miss Agnes Spradling, secretary to Division Engineer and a popular young lady of Weston, W. Va.

Charleston Division

Correspondent, M. W. Jones, *Secretary to Superintendent*, Weston, W. Va.

It is our aim each month, while giving our readers events of a social nature, to call attention also to any important questions which may be before us. Perhaps the most important duty of every one now is to watch "Car Miles" and see that coal cars are kept moving. All of us know what the present coal situation is, and all that has been said about "Car Miles." Mr. Curren says that "Cars are only earning when wheels are turning." A statement in the June Magazine shows that the Charleston Division dropped from first to second place. It is up to us now to "get busier" still and get back to the old stand.

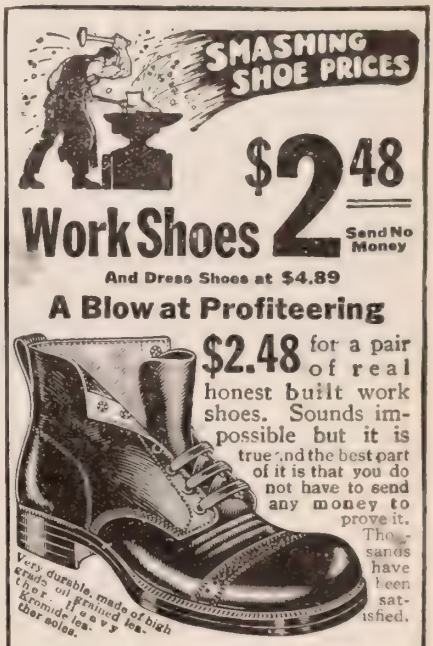
Charleston Division boys, lets get together and do it.

If you see a car containing slag or ashes, or other company material, get after it, no matter whether you are trackman, laborer, conductor, brakeman, dispatcher, fireman or anything else. It is just as much to your interest and mine to see that that car gets on its way as it is to the interest of the shipping public. During the 24 hours that a coal car stands idly on a siding, it might be working, IF one of us would take the trouble to drop a note or a wire to the supervising officers of the division. Do you recall what the Charleston Division did in the "No Accident" campaign? Do you remember that two of our boys, Pickens and Carpenter, got the prizes for what were considered the best articles written on this subject, and thereby showed their great interest in the welfare of their fellow employes on the division? Now, let us all get into the car miles and coal car proposition and show that we are ALL interested. Quite a little sermon, isn't it? However, if it results in awakening more interest in these important matters, who will say that time and space have been wasted?



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The June MAGAZINE contains many interesting articles, so many that all cannot be mentioned. But—did you see the photo of the Charleston Division girl on the cover? (The writer will not say *which* one, for fear of getting "in bad" with the others.) Then there is a very interesting little story of what we are doing in the way of coaling steamers and loading them up at Curtis Bay. Quite a record, and our people in Baltimore should be proud of it. Mr. Emerson's article shows what has been going on in far away Russia, and we are sure that it is being read with great interest; we look forward with pleasure to the remaining chapters.

The MAGAZINE can be obtained from the Superintendent's office, Weston, the Assistant Superintendent's office, Gassaway, and in various other places. If you don't get it, drop the correspondent a note and he will see that you do.

We notice Miss Sylvia Miller, Car Distributor's office, is learning to "check baggage." Undoubtedly she will be an apt pupil.

Ask Chief Clerk Schide to tell you the story of the umbrella that blew inside out. Keep the desk between you when you ask it, however.

General Car Foreman Tull of Gassaway has gone on his vacation. He will probably visit friends in the middle and extreme west, besides attending the Mystic Shrine Convention in Portland. Road Foreman Marsh, accompanied by his wife and family, has left for Colorado on a two weeks' trip. We suppose P. D. will come back chock full of new ideas on "how to save a shovel full of coal" on the Charleston Division.

Our new scrap dock at Gassaway is nearing completion and will undoubtedly effect considerable saving in the handling of material.

On June 14 a well attended meeting of the Charleston Division Safety Committee was held in the Superintendent's office at Weston. We were particularly fortunate in having with us Mr. R. J. Holmes, inspector of the Bureau of Explosives, who gave us a most interesting address on the handling of explosives. This was particularly appropriate on account of the large number of cars of gasoline we handle on this division.

On June 22 we had a well attended meeting of the Charleston Division Freight Claim Prevention Committee at the Y. M. C. A. at Gassaway. There were a number of visitors: W. A. Kraft, office of General Superintendent of Transportation; J. L. Ernest, agent at Belington; T. S. Richardson, joint agent of the K. & M. and Baltimore and Ohio at Charleston; T. L. O'Connor, foreman at Clarksburg, and a large number of our own staff and agents. The principal subject discussed was the loading orders for the handling of L. C. L. freight. A satisfactory arrangement was made, whereby we may expect better service and reduction of claims. Chairman Ryan, of the committee, is always anxious to receive suggestions on the line of claim prevention as is also Mr. Glessner's representative on this division, C. M. Criswell.

The offices at Weston recently held a picnic at Jackson's Mill, near Weston. Everybody was there. The girls and the boys, and the fellows with their wives and their wives to be, and the children, all spent an enjoyable evening. We went out on the five o'clock car, carrying our lunch with us. Division Accountant Severns favored us with his same old song, and his wife went along to take care of him. Chief Clerk Schide and his wife were there, but they forgot to bring the baby.

Mrs. M. W. Jones and her little son spent a couple of weeks in Kane, Pennsylvania, visiting relatives. This explains why the correspondent lost ten pounds in weight.

We congratulate Assistant Chief Clerk Pickens and his wife on the arrival of a baby girl at their house on June 29.

Captain P. J. Condry, trains 61 and 62, Clarksburg to Richwood, day in and day out, year in and year out, recently took a couple of days' trip to Baltimore. Condry has been in the service since 1890, passenger conductor since 1898, and if you want to see how to run a passenger train, just come down here and take a ride with him.

J. H. Workmeester, assistant claim agent, is at present in Garrett, Indiana, helping the Claim Department there. Funny, isn't it, when they want good men they always come to the Charleston Division for them?

Mrs. W. W. Young, wife of our dispatcher at Gassaway, has been seriously ill in the hospital at Charleston. We are very much pleased to hear she is improving and extend our best wishes to her for prompt recovery.

"Sam" Fox, clerk to the Storekeeper at Gassaway, has resigned to accept position with the Bank of Gassaway. We wish him success in his new work.

Master Mechanic Baldinger attended the A. R. A. convention at Atlantic City.

Road Foreman N. H. Davidson has our sympathy in the recent severe illness of his father, who, we are glad to learn, is recovering.

V. B. Houghton, rate clerk in the Agent's office at Weston, has accepted a position in the Division Freight Agent's office, Charleston.

Famous Sayings of Famous Men on the Charleston Division

Superintendent Trapnell: "How many loads did we move yesterday, and how many gross ton miles did we make?"

Chief Clerk Schide: "Don't you know that eight o'clock does not mean eight five?"

Trainmaster Deegan: "I want yard clerks and tracks at Buckhannon."

Road Foreman Marsh: "Put on the injector, and quit popping off."

Road Foreman Davidson: "Can't take coal in less than ten minutes, what do you expect?"

Trainmaster Nicholas: "There are no cars being delayed on *my* district."

Chief Dispatcher Staples: "I have no wires to Gassaway."

Car Distributor Dixon: "Oh where, oh where are those little coalers gone?"

Division Accountant Severns: "When do we eat?"

F. C. P. R. Criswell: "Where's your Form G? Nothing less than 100 per cent. goes with *me* on Form G."

The Correspondent: "Give me some dope for the MAGAZINE, quick."

Assistant Superintendent Kinton: "I want more time on 57 and 58 at Gassaway. How can I make ten switches in five minutes?"

Division Engineer Brooke: "I unloaded 50 cars of slag today. Why don't you give me some more ties?"

Mike, "The Boy Umpire": "OUT."

Chorus, lead by the Superintendent and sung by the entire staff as noted above: "WE WANT CAR MILES EVERY DAY"

Wheeling Division

Correspondent, A. N. GANTZER

Benwood Shop

Correspondent, ANGELA APPLEGATE

A pretty wedding was solemnized at Sts. Peter and Paul Church, Cumberland, on June 15, when Miss Margaret Wegman became the bride of Charles E. McGann, master mechanic, Wheeling Division. Mrs. McGann is the daughter of Locomotive Engineer Henry Wegman. She is an accomplished young lady and is prominent in the social circles of that city. Mr. McGann is the son of Locomotive Engineer Thomas McGann. The attendants were Miss Emma Maurey, bridesmaid, and Charles Wegman, brother of the bride, as best man. The ceremony was performed by Father Marcellus, formerly of Wheeling, W. Va., and brother-in-law of "Dan" Hayes, a former employe at Benwood Shops. After a wedding breakfast at the bride's home, the couple departed on No. 2 for an extended honeymoon in the East. They are now at home, 838 Main Street, Wheeling, W. Va. Mr. and Mrs. McGann received many useful and beautiful presents, among them a 70 piece silver set, from the employes of the Baltimore and Ohio Shops at Benwood, which was presented with our heartiest congratulations and best wishes.

Another pretty wedding took place at Cumberland on June 29, when our Boiler Foreman, W. E. Mouse, also became a benedict. At the present writing we do not know the details of the affair, only that "Bill" and his bride are enjoying a honeymoon in Cuba. "Nuf ced."

Tony Michels, our man-hour clerk,
On his time cards loves to work;
From seven a. m. to setting sun,
He toils away and never gets done.

We all extend our heartfelt sympathy to Machine Shop Foreman R. P. Nolan, in the sickness and death of his little son, Robert, Jr. It will be remembered that Mrs. Nolan underwent a serious operation at the Glendale Hospital. We are pleased to report that she is getting along as nicely as can be expected.

The Baseball Team is doing fine,
We hope they'll win while out on line,
And to help the cause called "Welfare Work,"
Only one of us appeared to shirk.
He'd hate to have us note his name,
As that of one who won't "play the game."

R. W. Tedrick, who has been absent on a two months leave on account of sickness, has returned to his duties.

If there were no jokes,
There would be no fun,
And if it weren't for Kady,
We would have none.
John took a vacation,
And we wish to say,
He was missed by us all
Throughout every day.

The office force of the Car Department has moved from the Master Mechanic's office to their new headquarters in the Car Foreman's office. We hated to see the Old Bunch go.

"Fred" Ackerman, fuel supervisor of Western Lines, was called home from the fuel meeting at Chicago on account of the death of his father. Mr. Ackerman has a host of friends on the Wheeling Division who extend their deep sympathy in his sad bereavement.

Miss Etta Cooper has accepted a position in the Storekeeper's office as stenographer, vice Miss Bertha Youst, resigned.

NickHoffman and Bill Bull, right through
a dismal shower,
Rode on a Speeder, making quite fifty miles
per hour,
They were going so fast that with a loud
crack,
The darned old machine jumped clear of
the track.
When down Bill's neck Nick's cigar did fly,
And then there was heard a terrible cry,
Gee Whiz! How poor Bill and the cigar
did suffer!
He says than such riding there is nothing
rougher."

Holloway

Officialdom arrived in grand array
In the staid old town of Holloway;
Donned Hobs and gloves, brake clubs and
jumpers,
Climbed the footboards, rode the bumpers.
There was Mitch and Shriver and ol' fr'en'
Crede,
Switching cars on the eastbound lead.
Cavey, Kellar, and Babcock, too,
Who kept the westbound moving through.
Whistler, Hig, Burgess and Bull,



Emergency Crew, East Side, Holloway Yard

To relieve the yard when it was full.
They all did well, you'll agree, no doubt,
But that's not what this tale's about.
What little of interest I have to say,
Is of midnight frolics in Holloway.
Cavey held three aces and a pair,
Thought he was settin' on the world, for
fair.
Mitch held two pair—but they both were
trays—
Now Cavey is trying to mend his ways.
Whistler would sing and play the piano
And pass the time of day with sister Anna.
Kellar left the game all in a heap
To properly inspect a carload of sheep.
Crede rode the speeder up to Flushing
And then came back all smiles and blushing.
What the attraction was I don't know,
Probably found her at the picture show.
Patrolman Davis lost his shirt
Cost $7.50—Gee, it hurt!
But you should have seen the racing match,
When Babcock went through the onion
patch.
Events are posted up to date,
Nothing more of interest to relate.
Except old Hig was sore clean through,
When he couldn't go home as he wished to
do.
MORAL: How do you like them apples?

The accompanying photograph is of engine 1683 and emergency crew now working on the east side Holloway Yard. Reading from left to right, front row, are: Engineer G. J. Ballenger, Locomotive Inspector O. E. Shepherd; back row, Conductor A. R. Dean on left and W. C. Whistler, superintendent of Power Plants on right. This crew cannot be beat and have been doing fine work switching on the eastbound lead.

Western Lines

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

Louis Husman is back after spending the week-end in Cumminsville. "Louie" says the climate up north is more agreeable than in Cincinnati.

Shoes—Two Pair—Shoes

A work shoe and a dress shoe at practically the price of one pair. Sent to you without one penny down. All you have to do is pay your postman $7.37 and postage when the package arrives. It's a money-back proposition, too. Of course you don't expect full details of an amazing offer such as this in such small space and you are right. If you look for our big six and a half inch illustrated ad. in this issue, you will get full particulars. Wolpers, Dept. 99 at 1201 W. Van Buren Street, Chicago.

Hamilton Watch

"The Railroad Timekeeper of America"





Twenty-seven years at the throttle has thrown Engineer Jesse J. Brooksby that an accurate watch has a great deal to do with keeping on schedule. For the past ten years he has run his trains over the New York Central lines with a Hamilton.

Be fair with yourself when you buy that new watch

As a good railroad man you ought to have the best watch you can get—and the Watch of Railroad Accuracy would really cost you no more, because of its extra long life.

There may easily come a time when your safety and that of many others depends upon the accuracy of the watch you carry. In any emergency a good watch to have is the Hamilton.

Ask some of your many friends who own Hamiltons what sort of a watch they would advise you to get. You'll find them enthusiastic over the Hamilton Watch because it combines remarkable accuracy with long life, even under the difficult conditions of railroad work.

Before you make a selection, have your jeweler show you Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels). They have become the most popular watches in use on America's railroads because they make time inspection a mere matter of routine.

Write today for "The Timekeeper"

All Hamilton models are pictured and described in this interesting booklet, and prices given. They range from $22 ($24.00 in Canada) for movements only, up to $200 for the Hamilton Masterpiece in extra-heavy 18k gold case.

HAMILTON WATCH COMPANY, *Lancaster, Pennsylvania*



Frederick A. Duvall

George Dishon is again the proud father. (Right here is a good time to announce to the prospective daddies that the office force has been sadly neglected recently in the passing of cigars.)

The accompanying photograph is of one of our former veteran employes, Frederick A. Duvall. "Fred" was well known around Storrs. He is now located at Balboa Heights, Canal Zone, Panama, with the Fire Department.

On June 26, an 18-inch spreading viper was killed in front of the Car Foreman's office. Snakes of this variety are very rare and it is uncommon to find them almost in the heart of Cincinnati. It sure was an "ornery looking cuss," and it could flatten out its head to a width of two inches. We hope there are no more of these unwelcome poisonous visitors lurking around in the vicinity.

Did any of you folks have the misfortune to miss that startling piece in the *Enquirer* of June 26, that tells of Earl Decker's wonderful proficiency in the art of dancing? Earl is carried on the pay-roll as a machinist helper, but we know that his title should be "Jazz Baby" (this term was supplied by "Joe" Coones, the ladies' man at Storrs).

H. Brendel, yard clerk, much *poorer* and *wiser*, has returned from a three-week vacation spent in California. "Herb" contemplated staying a month, but a few hours at Tia Juana changed his mind.

J. W. Crist, yard conductor and wife, returned recently from a tour of the Western States.

Ross Kane, yard clerk, is going to open a summer home on the Miami River and hang the "Welcome" sign out.

Herman Franz, private secretary to L. A. Cordie, is wearing a smile that will not come off. July 1 his wife presented him with a fine baby girl. Congratulations!

Miss Rose Knowles, assistant cashier to G. H. Pyne, was tendered a shower by her friends in the Welfare room on June 30. After a delicious dinner the girls presented her with a beautiful silver baking dish and a large fern to beautify her home. The best wishes of all her associates go with her.

C. E. Fish, terminal agent, Cincinnati, was unanimously elected President of the American Association of Freight Agents at the convention held recently in Minneapolis. The Association is to be congratulated upon its selection.

Our Chief Clerk, "Andy" Harr, went to Chicago to attend the Relief Department convention. Did you say that the roof of your mouth was sunburnt, "Andy"?

How is it that "Ed" Massmann, machinist apprentice at Storrs, cannot read the ruler straight on Thursday mornings? It must be "The Morning After the Night Before" with "Ed."

Frank Nock has been keeping "Bachelor Quarters" for several weeks on account of Mrs. Nock and Nock, Jr., spending their vacation in Illinois.

Another one of our yard clerks has joined the benedicts—"Joe" Wagner at Wood Street.

Everybody has noticed that A. Eisman, acting roundhouse foreman at Storrs, seems to be very happy of late. Could this be explained by that old song "My Wife's Gone to the Country?" or is it, perchance, "Home Brew Smile."

Ralph Diamond and Harry Fisher, yard clerks at Elmwood, are each convalescing and we hope that they will be back on the job soon.

"Eddie" Schmalz, timekeeper in the Superintendent's office, accompanied his wife and family to Xenia, Ohio, and left them there. We understand that "Eddie" is trying to "dim the lights" around Knowlton's Corner in the suburb of Cumminsville. We hope that he has a good time but we have appointed one of our Cumminsville friends to keep an eye on him as we do not want to see him take too much advantage of his freedom.

We are glad to have Effie Haynes with us. Effie has been transferred from the Local Freight office to the Superintendent's office as car trace clerk.

The elopement of "Bob" Kemper, the popular chief clerk at Ivorydale, was an interesting surprise to everyone. When "Bob" returned from overseas, he was showered with congratulations on having successfully resisted the advances of those lovely French mademoiselles. The fact that he has now fallen a victim speaks well for the charms of a certain lady from Corryville. The happy couple are now at home to callers, at their new bungalow in Hartwell, Ohio.

Frank Kroetzsch, in charge of the Over, Short and Damage work at the Smith Street Depot, Cincinnati, passed away April 27, 1920. He came to the office that morning in apparent good health and left at noon to go to lunch, when he was suddenly stricken with apoplexy. Mr. Kroetzsch was born on June 14, 1860, and entered the employ of the Local Freight Department at Cincinnati in February, 1884, being, at the time of his death, one of the oldest employes in that department. He is survived by a wife, three sons, two daughters, and two grand-children. Frank Kroetzsch was ever a faithful employe and in whatever sphere of life he moved, he was always conscientious and loyal to the minutest detail. He was prominent in Knights of Pythias work in Cincinnati and a member of the Odd Fellows, Brotherhood of Railway Clerks, and a number of other fraternal organizations.

The funeral services took place on Saturday afternoon, May 1, from the Oakley Evangelical Reformed Church, of which he was a faithful member and worker. In his passing from the Church Militant to the Church Triumphant, his family and his host of friends will miss him, but his faithfulness and conscientiousness will ever be a shining example to them.

F. Hildebrand, better known as "Snookums," former train clerk at Elmwood, is back on the old job, after three years' service with Uncle Sam. "Snookums" was on the Mexican border during 1917 and at the front in France for over a year, having been wounded twice in the Argonne.

Interesting indeed is the early history of one of our esteemed co-workers, William J. Maloney, general chief yard clerk. "Will" was known in the Kanawha Valley coal fields as William J. Coaloney. Entering the mines at the age of eight years, as a mule boy, he worked himself up to the position of purchasing agent. Called away to California to take care of his uncle's ("Jazzbo" Monahan's) plant, the American Vasoline and Bean Blower Corporation, he remained there until this company was taken over by Edward Schmalz, promoter. After purchasing a $20.00 Panama hat he returned to Cincinnati, where he entered the service of the Baltimore and Ohio. "Will" takes delight in telling about the destruction of his Panama hat. A mule in the ash cart service of the city, recognizing him on the street as his former pal in the mines, kicked him in the head-gear and now "Will" wears a straw Kelly of the market basket type.

We very seldom have the pleasure of hearing about our correspondents, as it doesn't seem to be quite *au fait* to write about one's self. However, with the Editor's permission, we will break this rule.

It is rumored that "Joe" Beel, the genial chief clerk to Superintendent Meyers, has decided to postpone his vacation trip until later. "Joe" wants to visit his friend Dominico Santodomingo, the wealthy sugar planter and mine owner, who has his winter residence in Havana, Cuba. Christmas time will, no doubt, see "Joe" in Havana. This will be the second time "Joe" has planned this trip. Eight years ago he started for Cuba but due to the high water and the flooding of the Union Depot, he was compelled to anchor in Cincinnati.

New Castle Division

Correspondents

A. C. Harris, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.

P. W. Adams, *Telegraph Operator*

O. C. Bedell, *Telegraph Operator*

After closely inspecting some of the devotees of the fad, the suspicion will not down that there are ways of acquiring patched pants other than by hard work.

It may be due to the fact that the division is practically all within the state known as the "Birthplace of Presidents"; it may



The late Frank Kroetzsch, Cincinnati Terminals

UNION MADE

"Service" Suits

TRADE MARK REG. U.S. PAT. OFF.

SERVICE K.M.CO.

For Your Protection Every Button on a "Service" Garment Bears This Design.



HAND-BRAKING was all right before Westinghouse invented the air brakes. "Just overalls" were good enough in the old days but—

"Service" Suits and Overalls are the modern and improved work clothes. They are designed and tailored to fit the man like street clothes. They are painstakingly sewn to outlast the whole tribe of thrown-together overalls.

The dealer will point out as many points of "Service" superiority as you have time to listen to.

KOHN MANUFACTURING COMPANY

Makers

BRADFORD, PA.

be due to the air we breathe or the water we drink, or it may be the training we get, but on the New Castle Division we feel that at any time a really good man is needed for a difficult job, we can produce the very man to make good. As an illustration we cite the promotion of A. D. Griffith as inspector of stations on the Northwest District. Mr. Griffith was agent at Warren, Ohio, for many years. When the Freight Claim Prevention work was instituted he naturally drew the assignment as supervising agent on New Castle Division, and as his splendid work brought him into closer touch with various officials, his worth was recognized and resulted in his recent appointment. Mr. Grffith is the ideal type for a position of this nature, thoroughly familiar with every phase of agency work and with the rarer gift of forming and retaining the friendship of the men with whom he associates. We know he will succeed.

Agent R. R. Barnes, Homer, Ohio, in addition to being a real live representative of the Company, is also a ball player, one of the stars on the Homerville team. This team has beaten all comers and finds difficulty in getting suitable opponents. Superintendent Stevens has threatened to send the New Castle Junctions team to Homerville with instruction to lower the colors of the team at that point.

Rumor has reached us that General Yardmaster J. O. Huston is interested in a new venture connected with raising and marketing a new type of bean. Supervisor F. C. Green of Warren, Ohio, is associated with Mr. Huston and it would not be surprising to learn that B. F. Crolley of Cincinnati, temporarily located at New Castle Junction, has joined in promoting this affair. If the prospectus is to be believed, there is a vast fortune within the grasp of these three estimable gentlemen.

The two boys in the Storehouse looked at the heavy piece of metal that "Jim" Glenn had told them to move. One boy reached down and pulled and tugged trying to move the heavy object. "Too much-a da heav'" said one little Italian, "no lif-a you'-self—maybe in-ta-rup-a you'self."

Assistant Terminal Trainmaster J. A. Young, Shop Foremen Sturdevent and Kirkwood, Agents W. S. Brown and G. W. Taylor and Cashier Jolly returned from the recent Relief Department Convention and reported having a splendid time. They, no doubt, also learned a lot of the politics as practiced at the Convention, as they state the Democratic and Republican Conventions were tame affairs as compared with this one.

Two marriages came to our attention during the month and are listed for the benefit of the many friends of the interested parties. Walter E. Rupert, operator at SU office and Miss Fielding of New Castle, Pa., now make up the family known as W. E. Rupert and wife. Everybody knows Rupert and also knows that he is a good judge of "smokes." Fireman H. B. Garlich of New Castle Division visited the engine house at Haselton. As a result the Company has lost a good engine house clerk, as Miss Mabel Wharton has left the service to accept a position as Chief Boss in the Garlich household.

Newark Division

Correspondents

W. E. Laird, *Chief Clerk*, Newark, Ohio
A. D. List, Newark (Ohio) Shops

Cupid has been working overtime at Newark, as will be noted by the following:

Chief Dispatcher and Mrs. G. F. Wright spent their honeymoon in Boston, New York and other Eastern cities.

Last month we announced that Miss Lucille Callahan, stenographer in Division Accountant's office, had resigned her position in that office in order to devote her time to "housekeeping." Post cards are now reaching Newark signed "Mrs. Bernard Fell." We learn that their future home will be in Zanesville, Ohio.

Miss Mary B. George has tendered her resignation as Motive Power Labor Distribution Clerk. The new name and address will be "Mrs. Donald Snow, Mount Vernon, Ohio."

Assistant Chief Clerk "Tony" Roll recently surprised the force in the Superintendent's office by passing the cigars and chocolates. There was a reason, however. He weighed eight pounds, and has been named "Richard Harding Roll."

Harry Woltjen has accepted a position in the Division Accountant's office.

Conducting Transportation Timekeeper "Orie" Reel reports a very enjoyable vacation spent on the Great Lakes.

W. F. Howell has accepted a position as Man Hour clerk, Division Accountant's office.

Frank Cole, accounting force, spent his vacation in Washington and New York City.

Observations of the Newark Yards

By Dippy Dope

If you give a little thought to some facts that are observant to all who are familiar with the Newark Yards, you will get a "Shock" when you realize that we have two men who are always "Idle," yet they have never been reprimanded; it has never been known to affect their pay checks. There is also a "Drone," who gets by equally as well. But, lest you form a wrong impression of these yards, I want to inform you that we have two that are "Strong." No matter how urgent the needs, no matter how scarce they are at other points, the Newark Yards can always furnish a "Carr."

The South Side crew is considered the most dependable, for should every clock in the city stop, they always have a "Dial." Another crew gives itself a few airs, because it is never without a "Rose." Shippers of live stock should make a special request to be routed by way of Newark, for here they can procure "Hay." We are noted for our hospitality; if you are hungry you can count on a "Fry," with a "Raisin" or a "Rambo" for dessert, served by a "Welsh" "Stewart." Should anyone wish to locate here, you can find "Holmes" by inquiring at the office; and if needs require, a "Parson" will be furnished for the asking. You should have little difficulty in securing furniture; we can furnish you with "Green" or "Brown" "Wicker."

There is some talk of establishing a zoo here, as we have a "Kuhn" and a "Drake."

Time to quit now, I'm tired and all a-"Trimble."

Zanesville

Correspondent, Charles B. L. Hahn

For the second consecutive year Miss Gertrude A. Shoemaker, stenographer-clerk for the Locomotive Car Department at this station, was honored by being elected as a delegate to the Relief Department Convention to represent the Newark Division at Chicago. Miss Shoemaker has been in poor health since being operated on twice recently and was forced to give up going to the convention at the last minute. Her many friends at Zanesville sincerely wish her a speedy recovery.

At the time of going to press P. H. Reeves, general foreman, Locomotive Car Department at Zanesville, is suffering from a nervous breakdown at his home on Maple Avenue, Zanesville. The many employes under his supervision and also his other Railroad friends hope that he will be with us again soon in much better health.

Any one entering the Reclamation Plant office these days will find one of the young ladies all smiles. Her fellow workers are at a loss to understand what this means unless it is because that a certain young man named Smith, from Cincinnati, is spending his vacation visiting in our city.

Cleveland Division

Correspondents

A. F. Becker, *Secretary to Superintendent*, Cleveland, Ohio
Amy A. Ford, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

The accompanying picture is not a reproduction of Dr. Jekyll and Mr. Hyde, but a remarkable resemblance of J. J. McDonough, air brake foreman, and B. Malasky, pipefitter, who seems to be very much afraid he is going to miss something. Mr. McDonough has been air brake foreman at Cleveland Shops for a number of years, and with due respect we must add that his knowledge and use of "air" is not limited strictly to the Westinghouse variety. He is a firm believer in cooperation, his motto being "cooperation plus efficiency equals production." A good illustration of the results which may be obtained by this formula is manifested by the close relationship which exists between him and Foreman Bradley of the Boiler Department. In explanation of the expression of interest which rests on "Mac's" countenance, we might suggest that this photo was snapped immediately after he received the information that three colored girls were approaching the shop to accept positions as engine cleaners. In his leisure moments his accomplishments wander to the literary field, his latest success being offered to the public in the form of a comedy-tragic melodrama, entitled "The Mystery of the Roundhouse" or "Who put limburger cheese in 'Dan' Bradley's coat?"



J. J. McDonough and B. Malasky



Engine of No. 36 at Willard platform before leaving time. Engineer Moore on left, Fireman "Joe" Hardwick on right

J. C. Fluck, chief clerk to superintendent at Cleveland, had the pleasure, if it could be so called, of being elected Secretary at the Relief Convention held at Chicago the latter part of June. He says he had a good time while there and blames it on the division employes for electing him, as he received the highest number of votes and was not listed on the ballot.

Miss T. Heller and Mrs. G. Saxton had a delightful visit to Washington on June 13.

Another hero! We understand that G. J. Elford, relief agent on the Cleveland Division, while at Warwick the other day, noticed a platform truck backing up. The truck was piled high with baggage and the trucker evidently did not see what was before him. However, George was on the job and pulled a woman away from in front of the truck just in time to save her. The woman thanked him very courteously for his heroic act.

E. C. Mishler, operator at Cleveland, desires to thank the employes for the beautiful floral offering sent at the time of the death of his wife.

Massillon

W. E. Brugh, clerk to trainmaster, can now get his exercise at night. A big boy weighing about 7½ pounds has arrived at his house. Yes, he looks like dad, also takes after him—very quiet.

Trainmaster J. Fitzgerald was released from switching duty in Cleveland on June 24 and is now back on his old job. Glad to see you back, "Jim."

Brakeman Harold U. Brugh was granted a three months' leave of absence and started west on June 29. He intends to land in Denver, Colorado, where he hopes to improve his health by breathing the western atmosphere. We hope you have a good time, Harold, and also that you succeed in improving your health. U. H. Wallace, who was temporarily transferred to yard clerk at Massillon some time ago, is back on the job firing. Can you still keep 'em hot, Urban?

Car Foreman "Tom" Morgan had his first summer vacation in a good many years and started out by going fishing. Did you catch any big fish, "Tom"? No fish stories, now!

W. F. Krage, car foreman at Dover, Ohio, was at Massillon in "Tom" Morgan's place while Morgan was on his vacation. This is a good town to work in, "Bill."

"Mike" Visnich, car inspector, has returned to work after being off for about three months traveling through the West, stopping off at Chicago, Gary, Milwaukee and St. Paul.

Carl Kemerly, yard clerk, who has been working at Dover, has taken a position of yard clerk at Massillon Yard office. All "Dutch" has to do at Massillon is work.

Chicago Division

Correspondents

F. N. SHULTZ, *Division Operator*, Garrett, Ind.
BERTHA PHELPS, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.
R. R. JENKINS, *Secretary, Y. M. C. A.*, Willard, Ohio
P. H. CARROLL, *Signal Supervisor*, Garrett, Ind.

O. E. Lane, telegraph operator at Willard, Ohio, died suddenly on the morning of May 22. He had been a faithful employe of the Company for about 20 years.

H. A. Smith, telegraph operator, age 21, died at his home in Kimmell, Indiana, on June 9. He had been in the service for about two years.

The accompanying photograph is of F. M. Thornton, first trick operator at HK Tower, St. Joe, Indiana. Mr. Thornton has been commended for unusually good service on several occasions during the past three years. He has been in the service as an operator on the Chicago Division for 18 years.

Clarence Samuel Streely died at his home on June 27, at eight o'clock, after an illness that extended over five years.

Mr. Streely was born at Maple Park, January 28, 1860. He was the son of Frederick and Samuel Streely. In 1881 he entered the employ of the Baltimore and Ohio Railroad, and two years later began 32 years' service as an operator. On May 13, 1884, he was married to Miss Rose Woesner. Their entire married life was spent in Fostoria. Five years ago his ill health made it necessary for him to retire from his position.

Mr. Streely was a member of St. Wendelin's church. He also belonged to the Railway Telegraphers' Union, the Old Time Telegraphers and Baltimore and Ohio Veterans' Association.

He is survived by his widow and son, "Fred" Streely.

Willard, Ohio

Engineer Clarence Sell started to work on July 1, after a long illness.

Assistant Road Foreman of Engines "Mack" McCuen, who has been doing special work at Cleveland, has returned to his regular duties at Willard.

Engineer Reece has returned to work after having been out of the service for nearly three years.

Fireman Hutchinson and family are taking a three months' vacation trip through Michigan. We expect to hear some "big fish" stories when he returns.

We notice that Miss Purcell, Roundhouse office, is wearing some new jewelry. Do you suppose that Albert has decided already?

The Division Freight Claim Prevention Committee Meeting was held at the Sargent Hotel, Lake Wawasee, Indiana, on Wednesday, July 7. H. E. Heller, agent, Willard, acting as Chairman. There was a good attendance and special interest was shown in the proceedings. The families of nearly all the Committeemen were in attendance and after the business was handled they enjoyed a pleasant day in boat riding, bathing, etc. I wish to specially note that Local Conductors C. E. Lightner, R. W. Springer, and J. W. Todhunter have not failed to miss one meeting since they have been on this committee.

Ohio Division

Correspondent, E. A. ERICH, *Secretary to Superintendent*

We extend our sincere sympathy to W. R. Moore, agent, Chillicothe, in the death of his mother, Mrs. Sarah Moore, on Monday, May 31, at the age of 86 years, at the home of her son-in-law and daughter, Rev. and Mrs. R. C. Beechley of Akron. Mrs. Moore was the widow of the late Frank E. Moore, for 45 years agent of the Big Four Railroad at Delaware, and the mother of E. E. Moore, present agent of the Big Four at Dayton, Ohio. Burial took place at Delaware, Ohio, her former home.



F. M. Thornton



John Wilkins, Jr.
Son of Inspector of Fuel Service J. C. Wilkins, Ohio Division

Joseph Fisher, car repairer, is a very happy man. The cause? Twin baby boys!

Charles Steinhour, car builder, who has been on the sick list for a year, is again able to be on the job.

C. I. Novinger, day roundhouse foreman, has been appointed as night general foreman, R. Barrett, night roundhouse foreman, taking Mr. Novinger's place; W. G. Noland, Mr. Barrett's place; J. P. Harward taking Mr. Noland's place as assistant day foreman; and H. H. Howard, of Washington, Ind., taking Mr. Harward's place as assistant night roundhouse foreman.

The matrimonial bug is reaping its harvest among the young machinists at Chillicothe. During the first part of June, J. H. Geiger, Gilbert Smith, and Walter Hyson became benedicts. May unalloyed happiness meet them at every step.

Roy Franke, Storekeeper's office, came to work with a smile that just wouldn't come off. Finally the cause was explained—the stork had visited his home and left a fine girl. Congratulations! The young lady has been given the name of Helena Marie.

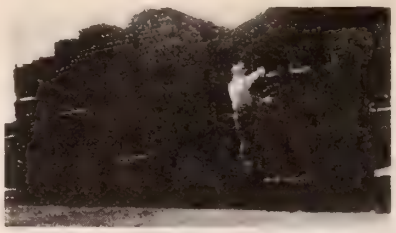
We are glad to announce that Patrick Clark, supervisor of Fourth Ohio District, who has been off duty for several months, is again on the job. J. Long, who has been looking after Mr. Clark's duties during his absence, has returned to his former occupation as track foreman at Pleasant Plains.

J. M. Wakefield has been transferred from Newark to Ohio Division, as assistant on Engineering Corps.

Miss Bernice Bowser, stenographer to master carpenter, took a trip to Akron, and did not return at the stated time. She states she became confused in the time-tables; however we are inclined to believe otherwise? ? ?



Tire storage, Illinois Division



Pipe and flue racks, Stores Department, Illinois Division

Maintenance of Way carpenter forces are rebuilding station at Vigo, which was destroyed by fire about two years ago.

Miss Lillian Flynn, stenographer to chief clerk, and Miss Elnoro Sherrow, general clerk in Master Mechanic's office, were planning to spend a vacation at Atlantic City. Transportation was duly requested, but after it arrived, they learned that it was necessary to contribute the sum of one dollar to the railroad which runs from Philadelphia to Atlantic City. Owing to the high cost of living (at least that is what they blame it to) they have decided to cancel this trip and instead take their plunge in Norfolk Creek (just west of Chillicothe) instead of the Atlantic. It is suggested that they purchase a bag of "sea salt," which may add to making a near imitation of the Atlantic. However, we wish them a most enjoyable time.

It is with regret that we announce the death of W. Maddox, brakeman, who was instantly killed on June 25, while switching at Athens. Mr. Maddox was on end of tank when it suddenly jumped track, sidewiping cars and crushing him. His many friends extend their sympathy to the stricken mother.

Freight Claim Prevention meetings, which are held at Chillicothe on the second Friday of each month, are well attended. Good work is being done by this Committee. Any employe interested in this work is privileged to attend.

Master "Stork" visited the home of Engineer and Mrs. W. T. Alexander, and brightened it and them with a promising boy. Congratulations, "Tom!"

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*

We are pleased to present the likeness of "Fred" Fitts, painter. "Shorty" is a little bit bashful and as this is leap year he is keeping in the background.

The above picture shows No. 2 tipping over the "bluffs," approaching Furman, Illinois: engine 5114 in charge of Engineer Borders and Fireman McColl. Picture taken by Fireman B. D. Tedford.

Work on motorizing our Machine Shops has started and is progressing steadily. In a few months we will have a plant completely motor driven, as the motors in the Car Department were recently installed. C. J.



Casting platform, Stores Department, Illinois Division



No. 2 approaching Furman, Ill.

Treffinger of the Electrical Department is here from Baltimore in charge of the work locally.

We are showing three views of the method of storing material in the Stores Department. The first is the tire storage, second the pipe and flue racks and third the casting platform, all the pride of Storehouse Foreman J. J. Wangler. Foreman Wangler is seen standing in the left aisle. He is commonly known among his friends as the "Pirate."

We are glad to welcome Miss Mayme Zinkan, stenographer, back to the Storekeeper's office, after undergoing an operation for appendicitis at Olney Sanitarium.

James Jasper Rose, T. C. & P. foreman, purchased a Buick automobile recently and has progressed so far in the mysteries of chauffeuring that he can turn a corner without tearing down the telegraph poles. William Birx, "Japs" assistant, refuses to ride, claiming there are too many "Safety First" warning signs around the shops. "Jap" says the car is equipped with a cold storage battery and a self commencer.

Division Master Mechanic W. L. Robinson, attended the Master Mechanics' Convention at Atlantic City June 8 to 12.

What has become of the old fashioned City Councilman of Flora who used to emerge from the alleys at midnight carrying a chip basket on his arm?

L. A. Smiley, shop clerk, is ready to receive bids for a steam bicycle with the following equipment: puncture proof tires, Weed non-skid chains, snow plow, wind shield, Pyle National electric headlight, Hunt-Spiller gun iron side rod bushings, Detroit flange oiler (used in turning corners when scraping curb stones), King type piston and valve stem packing, H. W. Johns-Manville brake cylinder gaskets and



"Fred" Fitts, Painter

pipe covering materials, Industrial works steam wreck crane boiler with a Franklin Pneumatic fire door, Lagonda tube cleaner, Ragonnett Power reverse gear (used in backing out of chuck holes), Westinghouse Air Brake No. 6-ET equipment and an Ochse improved bell ringer. As a matter of information Smiley wants to know if he has to keep his bicycle up to I. C. C. requirements.

Office of General Freight Agent
St. Louis, Mo.

Correspondent, FRANCIS PIGLOSKY

San Antonio has decreased its population by one because he (needn't mention any names, huh, Dewey?) has already done, been, gone, went and got married. I told you to watch him; now look what you did. Another good man gone to ——.

Since she returned from her vacation Miss Elsie said she doesn't think much of pig-iron sandwiches, having treated herself to the best for two weeks.

Mr. Bollman is learning to speak French quite fluently. He can order "ham and two eggs" 'n everything. Ask him all about it.

Even though it was 102 in the shade in St. Louis (and no shade), Mr. Fry declared it was a treat to get back from Texas last week.

"Oranges, oranges, everywhere, but not an orange to pick." Miss Frances has now learned to believe in "signs" as it was a little sign "$500.00 fine for picking oranges" that taught her it meant something. (It was little, but oh my.)

We were "watching her step" but it only developed into a step that took her on the other side of the wall instead of one taken with that pretty melody: "Here comes the ———". We didn't think she was a "quitter."

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*

Mrs. Eunice Smongeski, secretary to the superintendent, accompanied by her little daughter, Louise, spent a part of her vacation visiting her parents at Hays, Kansas.

Ray Craft, car distributor, spent most of his vacation down among the hills of Kentucky. Ray says "Kentucky is the only place for pretty girls."

Miss Mary Lacker has resigned her position as stenographer to the car distributor and has gone out into other fields. We wish her success.

Miss Gertrude McBride, who left the railroad service during the war to join the rank and file in Washington, D. C., and to help Uncle Sam keep track of the boys, has returned again to us. She is now employed with the chief clerk to division accountant. Miss McBride says that not even Washington with its gay society life has the attraction of the Baltimore and Ohio Freight Depot. There is no place like home, after all. Everyone welcomes Miss McBride's return and her happy "good morning."

East Dayton

Correspondent, EDWARD M. MANNIX

As the summer advances, it finds East Dayton away out in front, everything moving serenely, no dissensions of any kind, and all living as one big family. This surely speaks well for our point.

It is with sad regrets that we announce the death of Edward B. Childs on May 10 in Columbus, Ohio. "Ed" had spent nearly 40 years of his life on the Railroad in various capacities and his lovable character had endeared him to all. He went to visit his son at Columbus, where he was suddenly seized with heart failure. He was laid to rest in the family lot at Jamestown, Ohio, by his shopmates. We say in unison "Peace to his ashes, and rest to his soul."

The baseball season has closed for the boys on our division. While Dayton was not successful in securing the honors, it tried hard and died hard, and our thanks to the management would take more than a page for expression. It is needless to say that we will redouble our efforts to repay the management in every possible way.

Martin F. Duffey, one of our machinists on the first shift, took a little quiet sneak up to Newark, Ohio, early in June, and annexed to himself one of Newark's most lovely young women, to whom he gave the name of "Duffey" forever.

The writer recently ran across one of his old contributions to the Prints which were assembled in Cincinnati several years ago. It ran as follows:

"Will you give me a kiss, my pretty maid?"
Said she: "You have permission."
They went to press immediately and got out the first edition.
"Will you give it back?" she shyly said.
He answered: "Without a pout."
They went to press the second time, and got an extra out.

A letter was sent recently to all engineers and firemen entering the Dayton roundhouse, warning them against putting green coal in the engines when going to the roundhouse for repairs and turning. This was great forethought by our Road Foremen of Engines, M. P. Hoban and W. B. Kilgore, as it saves the Company several thousands of dollars in coal.

Good eye, "Mart" and "Bill"! It is also easier to clean the fire, and a saving of time and labor. That's the kind of real stuff the Baltimore and Ohio wants. Attention, other Roundhouses!

The Welfare, Safety First and First Aid Committees have held interesting meetings lately and we are alive to every point of interest relating to our shops and roundhouse. They have adopted as their slogan:

"May we live to learn well,
And learn to live well."

About the most broken-hearted of the ball players is little "Bob" Mannix, the mascot of the Dayton team. It's hard to knock when "Bob's" around for he generally has an answer for all questions, and the answer is usually on "Bob's" side.

We are always pleased to see the good-natured and smiling faces of our road foremen of engines, M. P. Hoban and W. B. Kilgore. The boys will willingly put themselves out a good bit for either of them. Come often, "Mart" and "Bill."

We don't get to see as much of our master mechanic, Alfred E. McMillan, as we would like; he is rather busy these days, jumping in and out all the time. He sets an example for those who would succeed.

Inspector Charles Lough, second trick, has applied for leave of absence for a few days. We are wondering whether it's Seymour, Indianapolis, or some place else. Is there a woman in the case? Wonders never cease at East Dayton.

A Perfect $96.50

Contributed by the Valuation Department

Don't spend your time in talking, if your check is ninety-six,
Don't hang around in idleness or carelessness or tricks;
A shabby bit of work may win a shabby bit of pay,
But a trusty ninety-six will win out every day.

So be on time tomorrow, be sure you're never late,
The time to get to work is your most important date;
And while you're in the office, keep eternally in mind,
That you're there for working only; that's business, you will find.

If you must begin complaining, then think it over well,
Go see the Chief, for really he's the only one to tell;
Don't whine around about it like a rusty, creaking door,
You want to be successful and a whiner's always poor.

And keep your work in order, be as neat as rows of pins,
System means good business, one of the things that wins;
Of course you know, in office hours, talking is a waste,
And wasting other people's time is awfully bad taste.

You must never get excited when the Chief is on a grouch,
Just let him have a time of peace, give him his old "Mail Pouch;"
Best try to be considerate, it really always pays,
For it keeps away the wrinkles and it helps in other ways.

And if you need encouragement, perhaps a bit of praise,
A half-day off, a trip pass, or best of all—a RAISE;
It's well to have for "Friend at court" that you have done your best,
And then you know quite jolly sure the Chief will do the rest.



Cumberland Division Baseball Team

(*Continued from page 40*)

Ohio Division-Toledo Division

Dayton, Ohio, July 17

Score by Innings	R	H	E
Ohio Division	18	23	0
Toledo Division	1	9	2

Summary

Two-base hits—Cashatt, D. Fox, Skyles, Moon, Grimes. Three-base hits—Cashatt. Sacrifice hits—Phillips. Sacrifice flies—Carson, H. Fox. Double plays—Grimes to Rockhill to Farley. Base on balls—off Moon, 1; off Flannigan, 3. Hit by pitcher—by Moon, Phillips; by Flannigan, Strauser. Struck out—by Moon, 14; Flannigan, 5. Wild pitches—Flannigan 4, Kole 1. Passed balls—Boston 2. Time of game—2.00. Official scorekeeper—B. K. Thompson.

Ohio Division—Cashatt, 2b; Garrett, rf; Strauser, 3b; Targee, c; Carson, ss; M. Fox, 1b; D. Fox, lf; Skyles, cf; Moon, p; Ainsley, rf; O'Leary, 3b.

Toledo Division—Rockhill, 2b; Farley, rf; Flanigan, 1b; Grimes, ss; Phillips, 3b; Rawlins, cf; Kole, lf; Boston, c; Flanigan, p; Kole, p.

Seymour, Ind.-Ohio Division

Chillicothe, Ohio, July 25

Score by Innings	R	H	E
Ohio Division	8	10	4
Indiana Division	1	8	5

Summary

Three-base hits—Martin and Rutherford. Stolen bases—Targee, Rutherford, D. Fox, Garrett, Strauser, Blevins. Sacrifice hits—Garrett. Sacrifice flies—O'Leary. Base on balls—off Radcliffe, 1; off Moon, 0. Struck out—by Radcliff, 6; by Moon, 10. Umpires—Clause and Harrison. Time of game—2.10.

The lineup follows:

Ohio Division—D. Fox, lf; Garrett, rf; Targee, c; Carson, ss; H. Fox, 1b; Rutherford, cf; O'Leary, 2b; Moon, p.

Indiana Division—Blevens, ss, 3b; Bucheimer, 2b; Rechner, cf, ss; French, 3b; Mendell, rf, cf; Martin, lf; Wilson, 1b, rf; Payne, c; Radcliff, p.

Pittsburgh Division-Wheeling Division

July 31

Score by Innings	R	H	E
Pittsburgh Division.....2 0 0 0 0 3 x x x	5	7	0
Wheeling Division.....0 0 0 0 0 0 x x x	0	3	3

Summary

Two-base hits—Castilow. Three-base hits—Gisbert. Stolen bases—Meehan, 2; Mathos. Sacrifice hits—Bennett, 1; L. Conners. Left on bases—Pittsburgh, 8; Wheeling, 2. Hit by pitcher—Tribett by Larkins. Struck out by Bonar, 4; by Larkins, 0. Wild pitches—Bonar. Umpires—Shaw and Voltz. Scorers—Ryoskey and Kyle. Game called account of rain.

The lineup follows:

Pittsburgh Division—Gisbert, rf; Tovey, 3b; Meehan, 2b; Mathos, cf; White, lf; Seaney, 1b; Conley, ss; Bennett, c; Larkins, p.

Wheeling Division—Dutton, 3b; Burke, 2b; J. Garvey, lf; E. Conners, rf; Castilow, 1b; L. Conners, cf; Tribett, c; Munas, ss; Bonar, p.

Baltimore Division-Brunswick

St. Denis, June 16

By W. H. Tarr
Magazine Correspondent

Baltimore Division and Brunswick Terminal Baseball Teams crossed bats at St. Denis, Md., on June 16, with a score of 11 to 2, in favor of Baltimore. Umpires were Hall and Sigafoose. We are told that "Shorty" Tuttle made a hit with his wife's stockings. The winning of this contest put the Divisional Team in the Baltimore and Ohio System League.

Freight Claim Department-Jessups Athletic Club

Jessups, Md., June 12

By Miss E. T. Murray
Magazine Correspondent

On Saturday afternoon, June 12, the baseball team of the Freight Claim Department journeyed to Jessups, Maryland, and there dropped a game to the Jessups Athletic Club, by a score of 2 to 1. Following is the lineup of the Freight Claim Department:

Goeller, c; Brubaker, p; Fink, 1b; Chaney, 2b; Barker, ss; Alker, 3b; Smith, rf; Itner, cf; Bryant, lf. Umpire—Clayton Keys.

Morton Bond, Loss and Damage Division, is manager of the Jessups team and had his best on the field to challenge the fast-going railroaders. Not a run was scored on either side until the fifth inning, when Goeller, with one of his "Babe" Ruth swings, knocked a ball down to deep center and scored a home run.

Brubaker pitched a fine game, striking out eight, allowing five hits. Itner made a good one-hand catch. Our boys had the game until the last inning, when three errors gave Jessups two runs. The girls did their share of rooting and still believe that if our manager, "Johnnie" Kratz, had kept his hat on, it would have been a sure case of our "bringing home the bacon."

The Cross-Tie(gers)

Green Spring, W. Va.

The Cross-Tie(gers) have their uniforms now and look more like a regular team. They are gray, trimmed with green. Games last month include, June 12 at Moorefield, lost 5-1; June 22 at Burlington, won 8-5; June 26 at Romney, won 5-1; June 27, Carmen at Green Spring, lost 7-3; July 5, two games Great Cacapon at Green Spring, won 7-6; Green Spring at Paw, won 5-4.

L. A. Cordie's (Cincinnati Terminals)-Southern Railroad

By Joseph Beel
Magazine Correspondent

The L. A. Cordie's, of Second and Smith Streets, defeated the Southern Railroad in an exciting contest at Deer Park Grounds on July 4. The game was replete with sensational plays and had the crowd on its toes throughout the game. The Southerners threatened several times in the latter innings, but Pitcher Shedd was invincible in the pinches.

Any Baltimore and Ohio teams desiring to play this fast bunch can do so by writing Manager Brinkman, care L. A. Cordie, Agent, Cincinnati, Ohio.

Score by Innings	
L. A. Cordie's	1 0 0 0 0 0 2 1 0—4
Southern R. R.	0 0 2 0 1 0 0 0 0—3

Summary

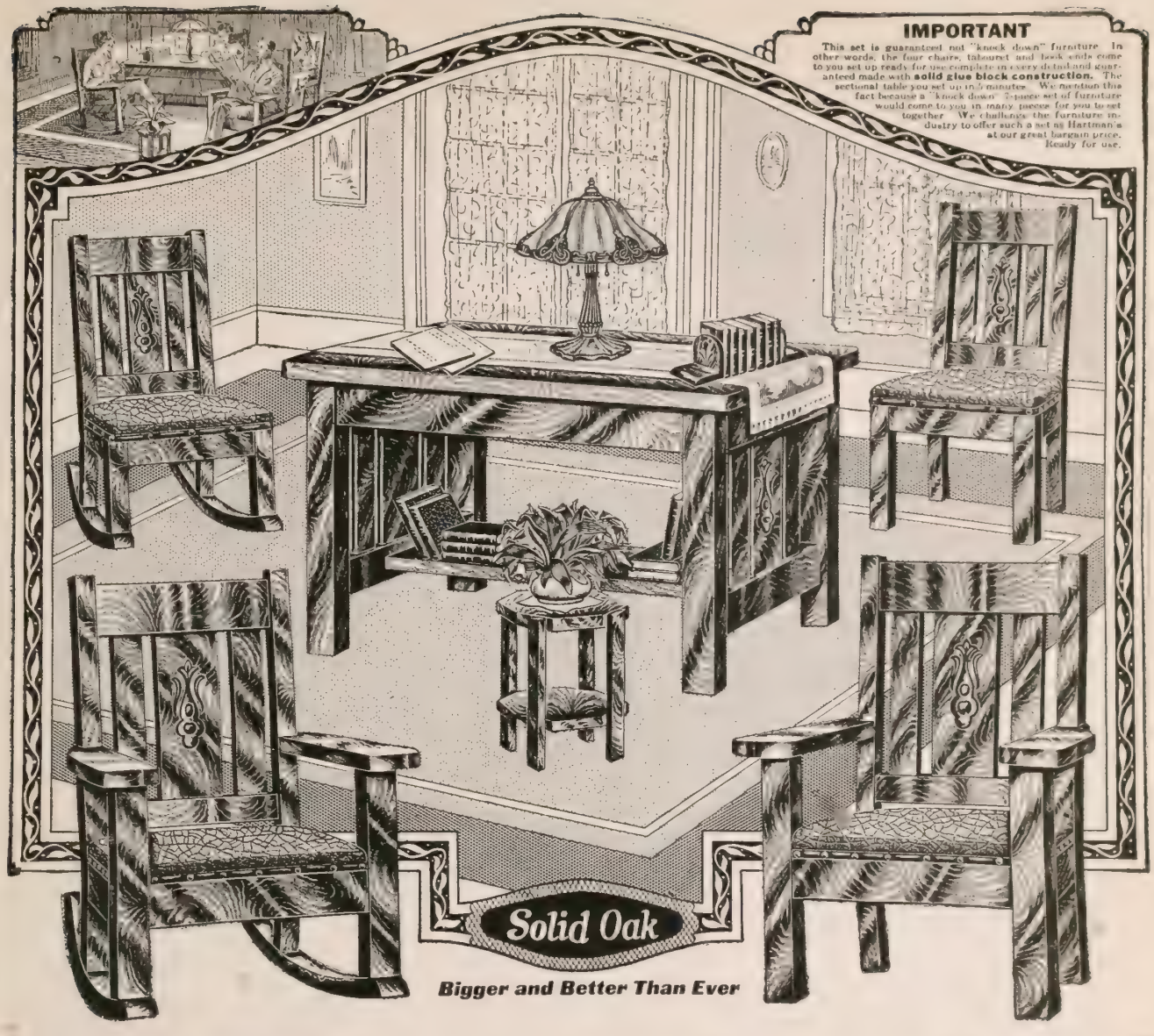
Two-base hits—Matz, Brinkman, Williams. Stolen bases—Minor, Hille, Brinkman, Lee, Bidlingmeyer. Double play—Matz to Brinkman to Hille. Left on bases—Baltimore and Ohio, 4; Southern, 6. Bases on balls—by Shedd, 2; by Berter, 4. Hit by pitcher—B. Hille by Berter. Struck out—by Shedd, 11; Berter, 8. Time of game—1.47. Umpires—Carl Sturm and L. Blank.



MT. CLARE BASEBALL TEAM

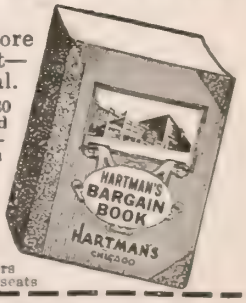
Left to right, standing: F. J. Mernaugh, property man; A. Dove, 2b; W. F. Mahaney, manager; J. Darnell, rf; W. Bergman, pitcher; J. Hittle, utility fielder; J. T. Moran, umpire

Sitting: O. Emerick, utility fielder; E. Williams, 1b; H. L. Eyerly, ss; R. B. Calder, captain and 3b; J. Kreh, utility infielder; A. J. Robinson, catcher; J. Bolend, pitcher; L. Robinson, pitcher



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Baltimore and Ohio Magazine



September 1920



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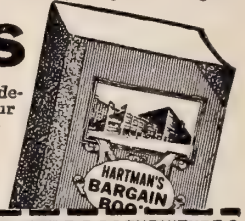
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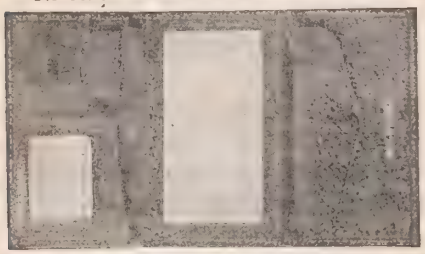
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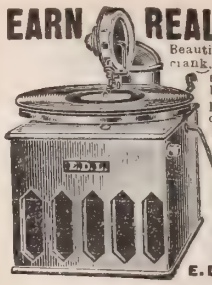


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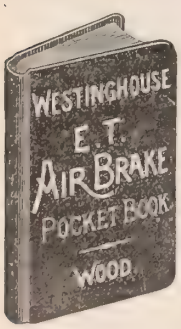
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BALTIMORE & OHIO MAGAZINE

Volume 8 Baltimore, September, 1920 Number 5

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to promote community of interest and greater efficiency among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request

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One New York Newspaper Finds Out that the Baltimore and Ohio Railroad Is Not a Profiteer—on the Contrary That It Is Trying to Be a Good Neighbor

The following letter from President Willard is self explanatory:

THE BALTIMORE AND OHIO RAILROAD COMPANY
OFFICE OF PRESIDENT
BALTIMORE, MD.

At New York, July 22, 1920.

The Editor,
New York *American*,
New York City.

Dear Sir—On the editorial page of the New York *American* this date the following words appear:

> "Ellis Searles, editor of the *Mine Workers' Journal*, recently charged that the railroads of the country were obtaining control of all the bituminous coal possible and reselling it to dealers because of the opportunity to make big profits due to present high prices of coal." He added: "The railroads take all of this coal. They do not burn it, nor are they storing it, but are reselling it at a huge profit. . . . . By such a plan the railroads not only make a profit on hauling the coal, but they can make an outrageous profit on the resale. By refusing to allow other mines to have cars they compel the public to buy the coal which they sell at outrageous profits."

So far as Mr. Searles' statement may have reference to the Baltimore and Ohio Railroad Company, it is false, and I believe it is also false concerning all other railroad companies because I cannot imagine that such a practice as he describes would be permitted to continue if it were a matter of common knowledge, and it would be a matter of common knowledge if it were true.

It has been the practice of the Baltimore and Ohio Company since I have been its president, to undertake to see that no public utility, school house or hospital depending upon the Baltimore and Ohio for its fuel supply, should be permitted to shut down or be rendered unfit for occupancy because of lack of fuel, and when it has come about, as it sometimes will, that such institutions have been temporarily short of coal, the Baltimore and Ohio Company has loaned to them sufficient coal from its own fuel supply to tide them over the temporary emergency, and in settlement has usually, if not always, accepted an equal amount of a similar kind of coal in return. In such cases no money whatever has passed in connection with the transaction. In some cases cash settlement has been made, and in such instances the Baltimore and Ohio Company has invariably collected for coal so disposed of, the exact amount which it was obliged itself to pay for the identical coal. There has never been any profit at all in the transaction.

The course above outlined has been followed in the belief that by so doing we were serving the public interest, and it has been a matter of some satisfaction to the Baltimore and Ohio officers to be able to say that no public utility, school or hospital depending upon the Baltimore and Ohio Company for its fuel supply, was ever compelled to cease operation because even temporarily out of coal. I repeat that this has been done from a sense of public or civic duty—call it what you will—and absolutely without a single cent of profit to the Baltimore and Ohio Company in the transaction.

I may add that unless it should be decided by some competent authority that our practice in this particular respect is inimical to the public good, we shall endeavor in the future as in the past to protect the activities of the kind mentioned so far as they are dependent for transportation service upon the Baltimore and Ohio Railroad Company.

Very truly yours,
(Signed) Daniel Willard.

Commenting on Mr. Willard's letter and with a commendable desire to place all the facts before its readers, the New York American, *on July 31, 1920, said editorially:*

One Railroad Which Is Not Profiteering in Soft Coal

This newspaper recently noted the charge by Ellis Searles, editor of the *Mine Workers' Journal*, that railroads were obtaining control of bituminous coal and reselling it at a big profit. A letter from Daniel Willard, president of the Baltimore and Ohio Railroad Company, brands this accusation as false so far as that company is concerned, and adds:

(The editorial here quotes substantially the last four paragraphs of Mr. Willard's letter.)

Mr. Willard's statement will carry conviction, for he is a man whose word is always good.

It is not likely that the practice he mentions will be declared inimical to the public good. On the contrary, it is more likely to be endorsed as an example for all railroads.

It is interesting to observe that the following statement was made by President Willard to the officers of the Baltimore and Ohio at the Deer Park Convention on June 24, 1916, more than four years before the above letter was written.

"It will be the policy of the Baltimore and Ohio Company first of all, to endeavor to do efficiently all of the things that a public servant should do. It will earnestly try to satisfy the reasonable requirements of the public for transportation.

"It is our desire that the people living along our lines should feel that the Baltimore and Ohio is a good neighbor, and if they are visited by fire, flood or epidemic, they should instinctively call upon us first for assistance, because of our potential strength and our willingness to help them.

"We will treat our shippers and patrons with absolute fairness and full consideration. When we make a contract we will do our utmost to live up to it. We want to deal with our patrons, shippers and passengers as two honorable men deal with each other."

Railroad Drives on Carloading, Car Miles and Bad Order Equipment in Full Swing

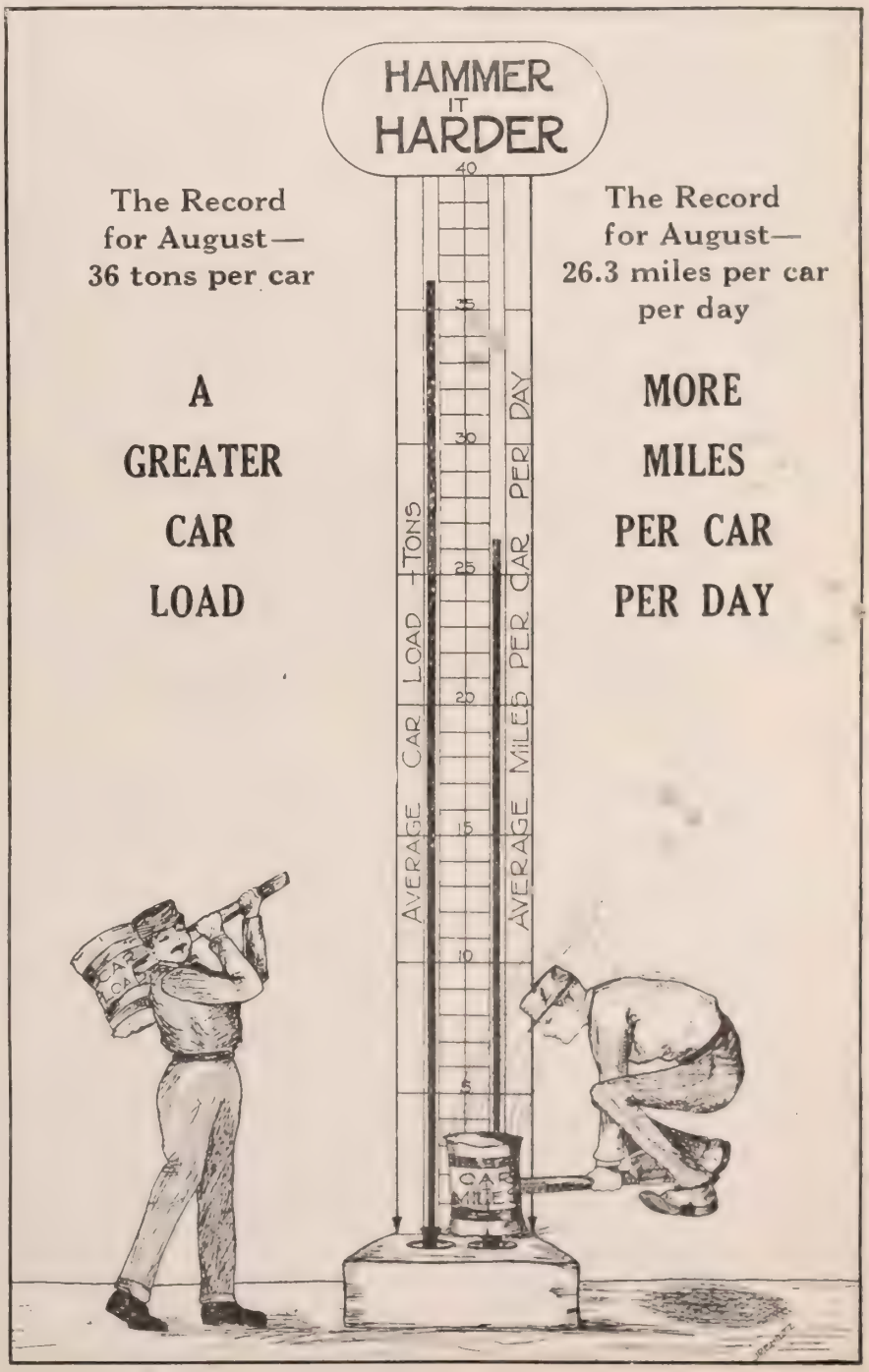
WHILE everybody on the Railroad knows of the drive now being made by the railroaders of the country generally on car miles, carloading and bad order equipment, it is possible at this time to report only hopeful indications on the Baltimore and Ohio. We do know that all our operating people are backing Mr. Galloway in his prediction to Mr. Willard that the month of September would show a 31 mile per car per day record, a handsome increase over recent averages. The System-wide Saturday and Sunday unloading campaigns initiated by the Operating Department, the unprecedentedly large loading of cars and the new records being made each week on movement of cars—all these and other signs indicate satisfactory progress.

We should remember first, in this connection, as has been previously stated, that the public, through its representatives, has granted the railroads and their employes increased remuneration for their service; that the public realizes the unsatisfactory condition of the railroad plant, but that supplies of coal, oil, agricultural products, machinery, etc., are so much needed at consumption points, that they are asking us as railroaders, with reason, to speed up our efforts to handle the business offered; that it is only fair play that we should do this, demonstrating that we know our trade, and that under private management and control, the railroads can show an efficiency impossible under Government control. Incidentally, this latter contention is being substantiated month after month by our transportation machine.

Secondly, we of the Baltimore and Ohio have a special reason for making a good showing in this drive from the fact that we not only want to make a good record for our Road, but that also we wish to make successful the country-wide campaign now being directed by our President, Mr. Willard, as chairman of the Car Service Commission of the Association of Railway Executives, toward the greater utilization of equipment.

It is all a question of turn-over. If the peddler of peanuts who pays, perhaps, $10 for his stock, sells all in one day, and works every day in the year, he turns over his capital 365 times in that period. The railroads, on account of the enormous cost of their plant and the low rates at which they do business, do not make a capital turn-over once a year. Increasing car miles and car loading are simply means of increasing the turn-over, utilizing capital more intensively and making the same machine in the same period give a greater service and earn more money.

We have keen competition during this drive, other railroads using every available method to increase efficiency. They are getting out circulars and bulletins, and through their magazines urging employes to see that they are in the front rank when the record of this competition is written. One of them has made a remarkable record, increasing its car miles per day from 20.2 in March to 22.4 in April, to 25.3 in May, to 26.6 in June and to 32.8 in July. It is a much smaller road than ours, but there is no reason why we cannot make a comparable record.



The Association of Railway Execu, tives is issuing a special bulletin-"More Transportation," which is being reprinted widely in the daily press. This is keeping before shippers the necessity of their hearty cooperation in prompt loading and unloading of cars. The help of Chambers of Commerce is being enlisted, our own Commercial Development Department, having recently circularized all of these bodies on our lines, urging them to keep before shippers the big part they can play in increasing transportation facilities. The *Railway Age* has announced a prize contest on "Means of Increasing Average Miles Per Car Per Day." We would like to see some Baltimore and Ohio entries and prize winners in this contest.

As a practical illustration of how our Management is showing the way in increasing efficiency, so far as operating conditions are concerned, attention is called to the brief article in this issue on the change in the line between Fairmont and Keyser, enabling through freight trains to make this run without stop at Grafton for changing engines and crews and assembling trains at that point.

Some of the notes in the Among Ourselves department of this issue show how this drive is being prosecuted on divisions. On the night of September 13, the Veterans of the Baltimore Division, assembled in their new meeting place, pledged to Vice-President Galloway, through their president, George A. Bowers, their whole-hearted support in the greater movement of freight.

Signs all along the line, therefore, point to the fact that the railroads are making an enviable record of efficiency, that the Baltimore and Ohio will be well up among the leaders and that our duties to the public are being capably performed

Statement of Actual Average Miles Per Car Per Day
(Including Bad Order Cars)

Division	May 1920	June 1920	July 1920	Highest Monthly Record Performance Since January 1, 1912	Per Cent. Increase or Decrease July 1920, Over Best Previous Record Inc.	Per Cent. Increase or Decrease July 1920, Over Best Previous Record Dec.	Divisional Standing
Philadelphia	42.4	30.7	36.8	72.3	....	49.1	18
Baltimore	14.0	10.2	13.8	16.4	....	15.9	7
Shenandoah	17.0	14.4	17.3	23.0	....	24.8	12
Cumberland (East)	63.2	50.5	64.2	....	....	....	...
Cumberland (West)	43.6	38.6	43.6	....	....	....	...
Total	55.5	45.9	55.9	76.3	....	26.7	15
Maryland District	31.5	24.4	30.7	....	....	....	...
Connellsville	29.4	20.5	25.1	32.5	....	22.8	9
Pittsburgh	23.5	20.9	25.5	34.4	....	25.9	13
Pennsylvania District	26.3	20.7	25.3	....	....	....	...
Monongah	16.4	13.6	14.1	16.4	....	14.0	4
Wheeling	15.3	15.4	15.1	15.5	....	2.6	1
Ohio River	25.9	27.0	31.7	37.2	....	14.8	6
Charleston	12.9	12.2	12.8	14.8	....	13.5	3
West Virginia District	16.5	15.1	15.7	....	....	....	...
Baltimore & Ohio Eastern Lines	26.4	21.1	25.3	....	....	....	...
Chicago	31.0	26.0	31.6	41.0	....	22.9	10
Newark	26.7	24.5	25.9	36.9	....	29.8	16
New Castle	29.5	24.9	29.4	37.5	....	21.6	8
Cleveland	20.6	19.9	21.4	27.9	....	23.3	11
Northwest District	27.1	23.8	27.3	....	....	....	...
Ohio	48.6	42.1	46.1	69.5	....	33.7	17
Indiana	23.5	24.6	26.0	29.6	....	12.2	2
Illinois	20.2	20.3	21.9	29.7	....	26.3	14
Toledo	19.4	19.6	21.6	25.2	....	14.3	5
Southwest District	24.1	23.5	25.5	....	....	....	...
Baltimore & Ohio Western Lines	25.8	23.7	26.5	....	....	....	...
Baltimore & Ohio System	26.2	22.3	25.9	....	....	....	...

Office General Superintendent of Transportation—Baltimore, August, 1920.

Mallets Now Haul Fifty Car Coal Trains Direct from Fairmont to Keyser

ONE of the most interesting changes recently made in our operations, and one that has already resulted in a marked improvement in operating efficiency with a corresponding increase in earnings, has been put into effect between Fairmont and Keyser in the West Virginia District, a distance of slightly over 100 miles. For a number of years the line and track and bridges have gradually been improved, with the result that during the recent summer it has become possible to operate Mallet engines through between the two points, without change.

On August 31 the first Mallet pulled into Fairmont, and the next day the movement of coal trains, hauled by Mallets, was in full swing from that point to Keyser, seven eastbound and eight westbound trains going through. Since then we have had a minimum of four trains in each direction each day, and a maximum of nine eastbound and seven westbound.

Formerly this coal loading was brought into Grafton in trains of 50 cars each, hauled by two drag engines, the cars assembled there and hauled east to Keyser by the Mallets.

Now a single Mallet can haul 50 loads direct from Fairmont to Keyser, with the usual helpers on the Newburg grade from Hardman to Tunnelton, and on the Cranberry grade from M. & K. Junction to Terra Alta, with the economies resulting from the elimination of switching, of making up trains and changing engines and crews at Grafton, and the consequent delay.

The Transportation Act of 1920, under which the railroads are now working, directs that the railroads shall do everything possible to bring about increased efficiency and economy in the interests of the public, while maintaining at the same time the welfare and safety of their employes. This change, therefore, has the effect not only of reducing operating costs and in that manner helping to offset the increase in cost of labor and materials, but also of increasing the earning capacity of the engineers, firemen, conductors and trainmen handling this operation by giving them increased mileage between these two points. It also shows how an alert and progressive management, with but a comparatively small outlay in new plant and structures, is making changes which are already improving important operating factors such as car miles and car load.

Through Soviet Russia with the Czecho-Slovaks

(Continued from June issue)

By Colonel George H. Emerson
Chief of Motive Power

Since the printing of the first chapter of Colonel Emerson's story in the Magazine, two related stories of very great interest have appeared in the newspapers. The one is the confirmation by the former Petrograd correspondent of the London Times, Robert Wilton, and by Captain Francis McCullough, of the British Army, of the murder of the Russian royal family. These two men worked independently of each other, each spending several weeks in Ekaterinburg, and authenticating the story as told by Colonel Emerson, to whom it was reported by the Czechs, who arrived in Ekaterinburg the day following the assassination. The pictorial evidence of this, as shown in the June issue of the Magazine, will be recalled.

The other event concerns the repatriation of the Czechs, and, both because it will recall some of the facts set forth in our first chapter and because of the epic qualities of this great adventure, we are reprinting a part of the story as it appeared in a recent editorial in the Sun and New York Herald, under the caption, "The Allies Keep Their Promise to Czecho-Slovakia," as follows:

A dispatch from Vancouver reports the arrival there of 3,000 Czecho-Slovak troops from Vladivostok and the expected arrival in a few days of as many more. They represent almost the last contingents of the Czecho-Slovak army in Siberia, and with their transportation across Canada to Quebec, where they will take passage for Europe, they will bring to an end one of the most remarkable incidents of the war.

The journey around the world which they will thus finish, a journey replete with struggles, privations and thrilling adventure, began with their mobilization into the Austrian army six years ago. With the collapse of the Russian empire, the setting up of the Soviet rule and the signing of the armistice of Brest-Litovsk they were stranded in Russia, some as prisoners of war, others as members of the army corps which they had joined rather than continue in the service of Austria. They refused the Austrian offer of amnesty, even though coupled with the condition that their country would have an independent government. A free Czecho-Slovakia had been proclaimed by President Masaryk and they offered their services to the Allies. Cut off from all communication on the west with France, they began their journey across Russia and Siberia, hoping to reach the Pacific coast and from there to be sent to the front.

Practically for the entire distance they were forced to fight their way, at times against the Bolshevists and again against Siberian forces organized by German prisoners. They were able to defend themselves because they were supplied with munitions of war which they had collected after the disorganization of the Russian army. They kept a strict discipline. They won the confidence of the peasants because they did not loot them and they were thus able to secure food supplies where other armies in Russia failed.

They were scrupulously correct in their attitude toward the existing governments in Russia; at Samara, the first city they entered, "they restored order and turned the town over to the local authorities;" they did the same in Orenburg and all cities they occupied. They helped Denikine and Kolchak fight the Bolshevists because they believed in that way they were helping the Allied cause. They took possession of and held the Siberian railroad as a means for furnishing supplies to the All-Russian armies. How many of the original 50,000 or 60,000 men that started on the expedition finally reached Vladivostok is not definitely known. It is said, however, that scarcely more than half the number completed the journey.

It will be remembered that our first chapter told of the parley between the Bolsheviki and the Czechs, as arranged by Colonel Emerson, of the Czechs' decision to fight their way east to Vladivostok and of Colonel Emerson's decision to offer his services to them and share in their adventure.

ON JULY 16 I received instructions to report to General Guida, commander-in-chief of the Czechs, then operating east of Marinsk.

We left Omsk the same day by special train, to connect up with the van of the Czech forces, and reached Bjelaya at noon of July 20, our journey taking us through Soviet territory, which had, however, been put in some semblance of control and order by the Czech forces which had preceded us.

The retreating Bolsheviki had destroyed both bridges over the Bjelaya River, as shown in the accompanying picture. The bridge consisted of four spans, each about 175 feet long. High explosives had been placed at the end of the superstructure and the effect of the explosion dropped both spans into the stream. Our forces jacked up the eastbound span into position, and made it passable after 48 hours of work.

Several other bridges of the three-girder type were also encountered and we made these passable with as little delay as possible by cribbing them up. On our arrival at the Kitoi River bridge we found the span on the east main line completely demolished, the one on the west main line blown off the abutment and one end of it down in the stream, as shown in the accompanying picture. Temporary repairs were made by blocking up one end of this span and cribbing to the track level. The territory through which we were working was rich in forest resources and there was plenty of timber available for cribbing.

As I had instructions to report to General Guida at Irkutsk at the earliest possible moment, we left our special train west of this bridge and proceeded east on a hand car on July 20, without any escort and through hostile territory, arriving at Irkutsk at 10.30 p. m. the next day.

We found both bridges over the Irkut River badly damaged, the east end of the center spans of both main lines having been blown into the river, and the west ends remaining on the abutment. There were two 240-foot spans to the bridge, as indicated in the accompanying picture.

Soon after arriving at Irkutsk, I had a conference with General Guida, who accepted our services and instructed me to take charge of the Czecho-Slovak engineering department and to work out all necessary details with Colonel Ushakoff, his chief of staff.

On the following day, July 22, I met Colonel Ushakoff and was fully advised in regard to his program. As all of the Czech equipment was west of the Irkut River bridge, the important thing was to make temporary repairs on this structure at the earliest possible date so that their armored trains could be moved east quickly to keep in touch with the retreating Bolsheviki forces and prevent their doing any damage to the railroad tunnels along Lake Baikal.

A close examination of the damaged bridges developed that the east main line structure could be repaired for movement of trains in three or four days, by working three eight-hour shifts a day. A large force of German war prisoners was assigned to the work of cribbing up under the span and the bridge was made passable on July 28.

Our engineering corps was made up of two trains of 30 cars each, with 250 German war prisoners, who had been taken from prison camps by the Czechs, as our laborers. One hundred Czech soldiers, commanded by a











Left to right, top to bottom: 1—Czech band formed in Siberia and sent to Chicago to stimulate recruiting there, one half of them later wiped out in battle with the Bolsheviki. 2—Type of Mongolian family and mud and grass hut found in Siberia. 3—Remains of Bolshevik ammunition train and railroad station exploded by small group of Czechs, disguised as Bolsheviki, by fire from captured machine guns. 4—A few of the Bolsheviki found after the explosion. 5—Typhus patients frozen in freight cars in which they were being carried.

lieutenant, guarded them and we used such tools as we could secure from the railroad shops and other manufacturing plants in the vicinity. There were seven officers, including myself, on the engineering staff. Arrangements were immediately made for the armored cars to lead off across the bridge eastward, followed by the engineers. Our entire forces consisted at that time of about 1,500 Czech soldiers and 400 White or anti-Bolshevik Russians, who had been recruited in Irkutsk. These forces followed the engineers.

We left Irkutsk on July 30 and arrived at Sludianka the day following, where I again had the pleasure of meeting Colonel Kadlets, in charge of the Czech forces there. He informed me that tunnel No. 39, about three miles east of Sludianka along Lake Baikal, had been destroyed by the retreating Bolsheviki. It was very important, therefore, that this tunnel be cleared quickly since all the Czech equipment was still west of it.



Process of reconstruction work on Kitoi River bridge. Note the cribbing up with railroad ties



Engineering corps of Czechs, Colonel Emerson in foreground, taken in front of a wrecked Bolsheviki train at Kuchenga, August 25, 1918

A close inspection of the tunnel disclosed the fact that two sections, each about 50 feet long, had been destroyed by high explosives. The Bolsheviki had driven a small tunnel through the side of the mountain and about 100 feet west of the east portal, had charged it with over 50,000 pounds of high explosives, the resulting explosion raising the entire overburden about 50 feet over the arch, dropping it and blocking the passage.

Before proceeding with the story of the clearing of the Baikal tunnel, I should perhaps relate, parenthetically, one of the most interesting adventures of any of the Czech forces during the march eastward.

When we arrived at Baikal station, about 35 miles east of Irkutsk, we found that the village and the station had been completely destroyed.

Colonel Kadlets informed me that, recognizing the strong possibility of the Bolsheviki destroying many of the 42 tunnels along Lake Baikal and seriously impeding our progress, he sent out a small scouting party from Irkutsk with the purpose of flanking and cutting off the Bolsheviki and preventing their doing this damage.

When this small party reached Lake Baikal, themselves disguised as Bolsheviki, they found that the main forces of the Bolsheviki had moved rapidly eastward, leaving one train of engineers to destroy the tunnels and then follow up the main body. They also discovered that for this purpose they had four cars of high explosives and ascertained where they were located in the train. By a quick move they succeeded in capturing some machine guns from the forces of the Bolsheviki around them, directing their fire against these cars and exploding them. The result of this brilliant action is shown in the central picture of the group accompanying this article, the railroad station, the town and the entire engineering force of the Bolsheviki being destroyed.



Two views of Irkut River bridge showing fallen span and process of cribbing up to track level. The River here is deep and swift



A nasty job left by the Bolsheviki at the Bjelaya River bridge

In executing this flank movement the Czechs were obliged to make a five days' forced march through a wilderness of woods and mountains in a country entirely unknown to them; yet notwithstanding this fact they got back safely.

It should be remembered here that all of the Czechs in Russia numbered not more than 50,000 and that they were surrounded literally by millions of the enemy. There were, for instance, over 1,000,000 prisoners of the Central Powers in Siberia who had been set free by the Bolsheviki and who hated the Czechs worse than they did the Nationals of any of the Allies. This was especially true of the Magyars, who had in pre-war years tyrannized over the Czecho-Slovak peoples in Austro-Hungary.

When the Czecho-Slovaks decided to make their adventurous march eastward through Siberia, they thought there was but the slightest chance of their getting through. It was simply a case of fighting out their destiny rather than surrendering and being sent back to Austro-Hungary to be executed.

When the work on tunnel No. 39 was started, I called for 250 more prisoner-laborers and worked them in six four-hour shifts, the job of clearing the passage taking 28 days. It was all handwork, since there were no cranes or other kinds of machinery available on the Siberian Railroad.

Sludianka is located at the foot of Lake Baikal and from it, east, the railroad skirts the shores of the lake for 140 miles. It is a beautiful route,



Lake Baikal is about the size of Lake Michigan. The Bolsheviki put guns on the two boats in the picture and used them to bombard the operations in reconstructing the tunnel along Lake Baikal. The Czechs destroyed them, the larger boat, the Lake Baikal, being built of steel with a capacity of 22 steel cars and a locomotive



The retreating Bolsheviki did this job well—the blowing up of the railroad tunnel No. 39 along Lake Baikal. Over 50,000 pounds of powder were used for this explosion

the lake being about the size of Lake Michigan and also said to be the deepest lake in the world.

At Sludianka the Bolsheviki had captured the car ferry and seized both the ferry boats, pictures of which are given in one of the accompanying pictures. They mounted field artillery on these ferry boats and during our work on the tunnel they made things merry for us with an intermittent bombardment, causing serious interference to the work.

Again the Czechs showed their wonderful ingenuity and initiative. They built a raft at Baikal station and equipped it with five-inch pieces, raised a sunken tug and put it into commission to pull the raft, ferried their equipment across the lake and attacked at 2.00 a. m., sinking the steamer Lake Baikal, the larger of the two vessels, and destroying the Bolshevik forces in charge.

During the process of the work at the tunnel some of the prisoner-laborers started a movement which looked like a strike, in order to delay

the work and give comfort to the Bolsheviki. The movement was reported to Colonel Kadlets, who immediately took the situation in hand. He issued a bulletin stating that it was a military necessity to clear the tunnel as soon as possible and that anybody convicted of hindering the work would be immediately court-martialed and shot. He called attention to the fact that these prisoners were being paid double the money of other laborers in the vicinity and only had to work four hours a day.

The ringleader of the mutiny openly ridiculed the bulletin and said in a braggadocio manner that he would take no notice of it, quit work and went to the shore of the lake to wash his clothes. Two soldiers were immediately ordered to bring him in, he was asked a few questions, his guilt proved and an order was quickly given to the soldiers. They in turn ordered him to step to one side against an embankment and a single shot from one of the Czech rifles finished him.

While work on the tunnel was in progress, General Guida detrained his troops and started 1,000 of them on a flank movement into the wilderness, the 400 Russian troops who had been recruited at Irkutsk being left to guard the work at the tunnel. It was the purpose of the move to flank the Bolsheviki, who had nine trains ten miles east of the tunnel. Several days were required in making the movement which finally cut into the rear of the Bolshevik forces, cutting the main line of the railroad, and de-



One of the 42 tunnels along Lake Baikal, Siberian Railway



Hole prepared for explosive charge at other end of tunnel; unused because of rapid advance of Czechs

railing a train, completely blocking all the Bolshevik trains west of the derailment.

The Czechs then moved on the main forces of the Bolsheviki, completely exterminating them and capturing all their equipment, consisting of nine trains of 40 box cars, nine locomotives and two armored cars. With this material for transportation and advance and attack to aid them, the Czechs were again in shape to advance east before the tunnel was completed.

(The third installment of Colonel Emerson's story will appear in an early issue of the MAGAZINE.)

—

Costly Telephone Talks

By B. F. Thompson
Telephone Engineer

THE telephone companies have increased their rates for long distance and local calls in all territories in which they operate.

At one point we are using 640,000 calls a year. At one cent increase each, this amounts to $6,400.00, which is the interest on $128,000 at five per cent. This amount, $6,400,00, will purchase 640,000 postal cards and these could be used to notify patrons to remove freight from our congested freight houses, thus creating space to unload freight from cars and saving per diem charges. Therefore, if each employe only saves one call you can see the possibilities of the economy. It is the small leaks which grow to large amounts and any way you can save money for the Company makes you a more efficient employe.

A record kept of calls on our trunk line between Baltimore and Cumberland shows that if we paid for them at the same rate charged by the telephone company the cost would be $12,000 a year. This line is a good investment, but it is overloaded, which is also true of all our trunks, and if calls were shortened or reduced in number, it would effect a saving in tolls paid to the telephone company and also eliminate the expense of furnishing additional facilities until absolutely necessary. To build another line between the points mentioned would cost $24,000.00, but it is not desired to do so while the present circuit will meet the requirements of the service.

Some of our employes make unnecessary long distance calls over the lines of the telephone company because the operator reports our line busy and they do not wait to get in on it; however, if they were to pay the cost out of their own pockets they would probably be willing to wait. In some instances, of course, the investment is necessary.

Telephone calls are frequently made and then verified by telegraph. This should be avoided, as the telephone is just as reliable as the telegraph, being used for dispatching trains. It is also much quicker in most instances as you get your answer at once.

They Increased Car Miles

Every minute saved any employe in his work helps increase car miles. The following is a particularly interesting and commendable example of employes with the right outlook on their everyday work. No time-wasters, these fellows, but real men, who are keeping the wheels moving.

On July 15, Ohio Division, engine 1500, Engineer F. Moore and Fireman C. C. Graves were called in work train service to leave Chillicothe at 2.00 p. m., in order to arrive at Gravel Pit in time to wash boiler of steam shovel and start work at 6.00 p. m. On arrival at Gravel Pit, it was found that none of the steam shovel men had reported and Engineer Moore and Fireman Graves immediately removed plugs from steam shovel boiler, connected hose to branch pipe of engine 1501 and washed boiler. When steam shovel men arrived all that was necessary was to replace plugs, fill boiler and start fire, which was done, and work started at specified time. Action on the part of Engineer Moore and Fireman Graves saved considerable delay in starting work and for interest displayed they have been commended.

They Increased Car Miles

Does Luck Make Success?*

"They themselves are makers of themselves"

By G. S. Crites
Division Engineer, Baltimore Division

MAN was in the dark and little, if any, removed from the beast until it began to dawn on him that he moulded his own life, built his own destiny and made his own success. He was a pitiable thing when he believed himself to be the creature of chance, the pawn of fate and the plaything of luck.

Of all the beautiful truths pertaining to life which have been brought to light, none is more gladdening or fruitful of strength and confidence than this—man is master and the shaper of condition, environment and success. He holds the key to success within himself and this key is his to use or not as he wills.

The drone, the sluggard and the indolent, seeing only the achievements of the successful, talk of fortune, of chance and luck. Seeing a man grow rich, they say, "He is the fortunate one!" Observing the promotion of another, they exclaim, "He has had all the chances in the world!" And noting the happiness and prosperity of another they cry, "Ain't he the lucky guy!" Never do they see any of the trials, failures or struggles these successful men have gone through to gain their experience and strength. They cannot see the sacrifices made, the long hours worked, the passing pleasures given up, the heart-breaking discouragements lived down, and the undaunted effort and courage put forth to make the success. They do not like the things that make success, so the success they see is not success at all; it's luck.

You know a man who is poor, who does not get along. He is very anxious to improve his condition, provide more comforts for his family and "be somebody." But he will not put his best efforts into his work; he says he is not paid enough and trusts to some happy chance or stroke of luck to get him what he is too lazy to work for. Such a man does not know the first principles of success. He should not let his imaginings, fancies and crude desires rule his being. His first aim should be to give a dollar's work for a dollar's pay. This will gain him his own self respect. By so doing, he gains a foothold on the road to success and soon finds it easy to strengthen his resolves and get that which he has longed for.

We all have our own ideas of success. The difference lies in the objects sought to be attained. To my mind, one of the most successful men I ever had the pleasure of meeting was an old trackman on the Cumberland Division. He was about 55 years old and had given daily, for over 25 years, a carefully thought out honest day's work for his day's pay. From his earnings he had obtained a fertile plot of ground and on it had a substantial and well kept home and necessary other buildings. He had $800 in Liberty bonds and over $1,000 in the bank. When I met him, he had just sent two clean sons to help fight our battles in France. He was proud of being a clean, clear thinking American and was glad to have with the Baltimore and Ohio a position he liked and in which he could earn every dollar paid him. Luck never visited him. He made his own way. He found the key to success within himself and willed it that the key be used.

* This is one of a number of subjects suggested by the writer to several hundred officials and employes for discussion in the MAGAZINE. Although Mr. Crites has handled his theme in an unusually concise, interesting and helpful way, it is entirely probable that there are readers of the MAGAZINE who would like to say something further on the same topic, perhaps taking issue with the opinion expressed in this article. If so, we will be glad to hear from them, the only condition of publication being that what they say is honest, interesting and helpful. There are honest positions on almost any subject.—THE EDITOR.

Start Your Shipments Right

By C. C. Glessner
General Freight Claim Agent

Most shippers are reasonable when urged to start their shipments right. If told that proper crating, protection and marking will save them trouble and money in the end, they are usually glad to cooperate. It is up to agents to protect them and the Railroad from unnecessary losses, which would be avoided by starting shipments right.

CLASS 1 roads under Federal control for the year ended December 31, 1919, paid out in settlement of Loss and Damage claims $103,078,862. The roads in the Eastern District were responsible for $54,380,599, more than one-half of the total. The Baltimore and Ohio Railroad participated in these payments to the amount of $4,420,077, which means that for every $1.00 of freight revenue received, we paid out 3¼ cents in settlement of Loss and Damage claims.

During our claim prevention campaign we have come up with a number of interesting items that have heretofore resulted in complaint, loss, unsatisfactory service to the shippers and Loss and Damage claims against carriers. In every instance where such matters have been taken up with shippers they have promptly seen the importance of cooperating with us, of seeing that their shipments are clearly and legibly marked and in containers sufficiently strong to carry to destination and that the marks on



The agent who accepted this shipment knew that it was so crated and loaded as to reach consignee safely

shipment agree with bill of lading and shipping order before leaving their shipping rooms. Such shipments promptly reach destination and are satisfactorily delivered, avoiding complaint, and usually bringing forth further orders.

Most of our employes are cooperating, and when shipments are tendered not properly marked, crating not sufficiently strong to carry to destination or marks on bill of lading and shipping order not agreeing with the marks on shipments, our agents, receiving clerks and others are calling the attention of shippers to the irregularities.

During the month of July, 1920, our agents arranged for 3,306 packages tendered for transportation improperly marked and 1,086 packages insecurely packed, to be properly marked and securely packed before they would sign the bill of lading to cover, and it is gratifying to say that such diligence is reducing our Loss and Damage claims for damage on L. C. L. shipments materially. At the same time it is felt that a further improvement is possible if our agents, receiving clerks and others concerned will watch this matter closely.

The decreased number of shipments now offered for transportation not properly marked, containers not sufficiently strong to carry to destination or marks on shipments not agreeing with bill of lading and shipping order, clearly show that shippers appreciate the importance of starting their shipments RIGHT. They will cooperate if we will show them how.

Contrasts

The pictures on these pages show two shipments of household goods originating at different points on our line, for which our agents signed bills of lading. They speak for themselves. One is in accord with the Classification and the other completely ignored the Classification. There can be no question as to which shipment reached destination properly, was delivered without complaint or claim, and resulted to the complete satisfaction of shipper and carrier. The other shipment should never have been accepted in the condition in which it is shown.



The agent who accepted this shipment did so with little regard for the interests of the railroad and the shipper

Baltimore and Ohio Handling Largest Business in its History

BOTH freight and passenger business on the Baltimore and Ohio are now running heavier than ever before in the Railroad's history.

Since our return to corporate management on March 1, 1920, each month has seen a very large increase in gross ton miles over the corresponding month during Federal control in 1919.

For the five months, March to July, inclusive, the figures stand:

1920.....	16,369,866,000
1919.....	13,658,822,000
Increase...	2,711,044,000

This is an increase of almost 20 per cent. and is bringing into action every resource which the Railroad can muster to handle it satisfactorily.

If during the month of September we can increase our average miles per car per day to 31, the figure which Vice-President Galloway has indicated to President Willard that we will be able to reach, we will then have been able not only to handle this 20 per cent. increase over last year's business but also to handle another 20 per cent. increase added to that, provided only the business is offered. And with the coal shortages still existent in New England and the Northwest, among other factors, there would seem to be no lack of business to be offered.

(Figures just available show gross ton miles for August, 1920, as 2,099,692,723, the largest in the history of the Company, and an increase over the previous largest monthly record, July, 1920, of 158,758,447 tons, slightly over 8%.)

Car Mile Rhyme

OLD KING COLE
WAS FOND OF HIS BOWL,
BUT A FAR GREATER HOBBY HAD HE;
HE WOULD LEAVE ON OUR CARS,
AT TWO-THIRTY, FOR MARS
AND RETURN AT A QUARTER OF THREE.

Changes and Promotions

On September 1, 1920, the following changes and promotions were made:

C. W. Van Horn appointed superintendent, Cumberland Division, headquarters Cumberland, Md., vice J. W. Deneen, assigned to other duties.

B. Z. Holverstott appointed superintendent, Monongah Division, headquarters Grafton, W. Va., vice C. W. Van Horn, promoted.

J. D. Beltz appointed superintendent, Pittsburgh Division, headquarters Pittsburgh, Pa., vice C. B. Gorsuch, assigned to other duties.

G. W. Martin appointed superintendent, Pittsburgh Terminal Division, headquarters Pittsburgh, Pa., vice J. D. Beltz, promoted.

Home Buyer Praises Relief Department

BALTIMORE, MD., July 14, 1920.

Mr. W. J. DUDLEY,
Superintendent Relief Department,
City.

Dear Sir—I desire to thank you for the information granted me in connection with property at 1216 Longwood Street recently purchased by writer and appreciate the courtesy shown.

It is a real pleasure to transact business with a company that meets you more than half way and that has been the attitude of your officers.

Sincerely yours,
(Signed) EDW. T. MILLER.

Another Railroad and Its Employes

The Baltimore and Ohio is not alone among American railroads in going to its employes and frankly asking them to help produce greater efficiency and more satisfactory service. It is the spirit of the times, based on a clear understanding of the big problems facing the transportation interests of the country and the knowledge that without teamwork between management and men, these problems cannot be solved. In such spirit the following circular, which we commend to the thoughtful attention of our readers, was issued:

PERE MARQUETTE RAILWAY COMPANY

FRANK H. ALFRED,
President and General Manager

DETROIT, MICHIGAN, August 1, 1920

TO ALL CONCERNED:—

A railroad's success can rise no higher than its organization wills it. Too often, in the consideration of what constitutes a transportation system, the appraisal is made in terms of steel rails, locomotives, cars, other equipment and stations and terminals. I have, on another occasion and under different conditions in congratulating you for a good showing made, comprised in my appraisal another element of more importance—the human factor—and in the case of the Pere Marquette Railway the human factor represents over 10,000 persons contributing to the operation of Michigan's intimate, home, railway.

For some time, however, I believe we have all of us been "asleep at the switch."

For instance, during the month of June last, our 24,914 cars averaged only 16.2 miles per car per day. This is a very poor showing and a costly one. Now a little greater effort on the part of those who were responsible for the movement of these cars would have easily enabled us to make a showing of 24 miles per car per day, which in the aggregate would have resulted in 194,329 car miles per day more. Taken in another way, we could have performed the same transportation service for the communities we serve—under a 24 car mile average performance—with 16,817 cars, which at the 90 cent per diem rate, would have effected an economy of $7,287.30 per day—or $218,619.00 for the month of June—a saving worth while.

Can we not all work together to attain this standard? It represents but a smaller individual effort on the part of all of us. The success or failure of the Pere Marquette Railway spells the individual success or failure of each and every one of us. Upon the individual efforts of each and every one of us depends the success or failure of the railroad investor, the management and the public generally whose communities we are serving.

In this connection, I also desire to ask of the men in the transportation service to see that cars are properly placed at stations on the line to assure a speedy and convenient loading or unloading by the shipper, and this being done, I further appeal to the station agent to notify the shipper immediately, so that when cars are held beyond the time allowed under the law the proper demurrage charge may be made. Only in this way can we prevent our cars from "loafing" and the "loafing" car is of no greater value to a railroad and the community served than is the "loafer" in our complex society with its urgent problems of "after-the-war" reconstruction.

I have never yet appealed to you for assistance to improve our conditions that you have not responded and I am confident that you will not disappoint me in this. I likewise appeal to every one in engine and train service to cooperate in an effort to reduce the consumption of coal and to make a better record than has been heretofore made. This appeal I make in the public interest as well as on the substantial grounds of individual welfare.

(Signed) FRANK H. ALFRED,
President and General Manager.

The Pere Marquette Railroad has had an enviable record of efficiency and prosperity during the last few years. And, judging from this statement, the President and General Manager of this railroad knows his men, and the confident belief which he expresses that they will respond to his request for greater efficiency is a commendable illustration of the kind of relationship which should exist between a company and its employes.

After all, no matter what the size of the organization, this relationship can be made a partnership in the best sense of the word. We of the Baltimore and Ohio must admire the confidence which the letter of Mr. Alfred indicates that he has in Pere Marquette men, but we of the Baltimore and Ohio will not yield to the Pere Marquette or to any other railroad one jot when loyalty is the challenge. Too many of us are part and parcel of the Baltimore and Ohio structure, proud of its history and of the part it is playing in the transportation business of the country. We congratulate our friends of the Pere Marquette, but we say to them at the same time that when you speak of a Baltimore and Ohio man you speak of a loyalty which is willing to support to the uttermost every thing for which his Railroad stands.

The Red Signal

By Edgar White

THAD FLINT was depot agent at Coal City. That introduces the character and his job, and also indicates the size of the town. If Coal City had really been a city it would have been proper to say "station agent," perhaps. But in the country the place where the trains stop is the depot. A station is a structure where you kick over the price of oil to make the auto wheels go 'round.

Thad Flint was a cog in the great railroad machine that roared over a continent, an humble cog. Outside of Coal City nobody knew him. His record for the road was good, but his responsibility was not great. Dead or alive, the train would scoot through Coal City just the same. He put out signals, hustled freight, saw to the delivery of express and sold tickets when trains were due. He started in as an operator, but now a boy relieved him of most of that work. When on duty Thad Flint wore a cap on which had once brightly shone the words "Depot Agent." They were a bit tarnished now, having served so long. Hats, like men, grow faded and seedy. And Thad was getting along in years.

The curious thing about it was that Thad was proud of his job. He attached more importance to it than the railroad did. When business was heavy he would often go down to the little depot and work late at night on the bills and accounts, asking nothing extra. Once a masked man entered the office with a wicked looking revolver and told Thad to throw his hands up. It had been a hard day on the agent, and he was not in a cheerful mood. Raising up from his desk he cried:

"Look out!"

The robber turned and before he could wheel around Thad was giving him the bunny hug. Thad hadn't tossed freight about for 20 years for nothing. He was hard as nails, despite the fact that he taught a girl's class in Sunday school. The robber, with no room to use his gun, stood no show. Thad pulled his mask off and found it was one of the town boys. Putting the pistol in his pocket, Thad said:

"Come around tomorrow, Charley, and I'll see about giving you a job in the freight office—we're shy a man."

He never mentioned the matter to a living soul. The "robber" now has a responsible position at the division, is married, and writes regularly to Thad.

One pleasant moonlit night Thad sauntered down to the depot to see if things were running all right. He was off duty, of course. Ridings, night man, was working at the clicking keys. Several autos were near the depot. From the west, down in the the valley, came the road crossing signals of the Chicago Limited, which did not stop at Coal City. It was the best train on the road, running on an average of 40 miles an hour.

The big engine was puffing up the grade, rushing in with its heavy load like a charge of cavalry. It gave the regulation signal to indicate it was going through without stopping. As the cars swung by, Ridings, the operator, ran out of the office, frantically swinging a lantern. But the engine had passed and the men in the cab were looking ahead. Thad Flint took in the situation.

"You had orders to hold 56?" he asked.

"Yes," groaned Ridings, "and the semaphore went out—he didn't see it! He's gone against 55!"

No. 55 was the train coming west. The orders to hold 56 indicated 55 was late. How far it was down the road Ridings couldn't tell, for many of the towns did not have operators.

Thad Flint's mind ran over the problem swiftly, a problem of life or death. He wasn't at all excited—the excitement was to come later.

"Pull yourself together, Jack," he said quietly and clearly. "Get the long distance and put in hurry-up calls for Hawkins, Finnisterre and Smith's—over east, you know. Tell any who answer to get a lantern, if handy, if not, a newspaper, touch a match to it and run out on the track—stop anything on the line—explanations to follow—understand?"

"Yes, sir."

The boy jumped to the telephone. Thad walked over to the edge of the depot platform, where the autos were, and stopping at a long, low car he spoke to a thin, weazened-faced boy standing by it.

"Joe, do you know the road to Haverly's crossing?"

"Yes, sir."

"Start your engine. We're to get there before 56!"

In a moment the engine was roaring fiercely. The car was the most powerful in Coal City, used in emergency cases about the mines.

"Put on everything you got," directed Flint.

"Semaphore wrong," said the boy as he climbed in and took hold of the guide wheel.

"Yes, and No. 55 is coming! Take every chance, Joe—you understand?"

Joe Kelly nodded. In his time he had operated an electric locomotive in the mine, and had been in some tight places. The old-young face had looked at death in its worst form. Flint knew that, and that he had stood the test.

The long, low car glided through an avenue of trees, somber in the night. Everybody in Coal City had gone to bed. The way was clear. Joe steadily increased the speed, holding plenty of power in reserve for the crisis. A flood of moon-light bathed the world. They were out in the open. Far ahead, sweeping across the lowlands, the flashlight of the Limited could be seen, rushing eastward. The night was still, bringing clearly the roar of the wheels.

A few turns and the auto was on the highway paralleling the track, a five mile tangent. Kelly's eyes narrowed as he threw on the limit.

The race was on!

* * * * * *

"No 56 will hold main line at Coal City for 55, which will proceed with all possible speed to meeting point."

Barney McMasters, engineman on 55, held the yellow tissue to the shaded light in the cab so Dan Leigh, his fireman, could read with him the order just handed up by the conductor at Creighton-on-the-River. A station helper climbed up on the tender and shoveled some coal forward, bringing it closer to the fireman. In the cab the air whistle shrilled—the signal to start. Barney's gloved hand grasped the lever. The six large drive wheels took hold of the rails. The train was in motion. From the open cylinder cocks came a cloud of steam, like a sheen of silver, curtaining the way ahead. As the long train swung around the curved viaduct leading to the bridge the wheels of the coaches scraped harshly.

The lever came out a little further. Sparks shot out on the big boiler. The automatic bell tolled slowly and solemnly, bringing up echoes from the lowlands near the river. Here and there on the bluffs were electric street lights shining like stars on the black night. Along the levee were the sleeping tugs and ferry boats, their day's work done.

"Proceed with all possible speed."

The bridge cables rattled as the heavy train rushed across, making a pleasant lullaby to the drowsy ones in the safety of the coaches. In one of the smoking rooms a bunch of traveling men were talking politics. The negro porter was busily arranging berths for some of the passengers who had come aboard at Creighton, and explaining why the train was so late. A dark-eyed boy tossed restlessly on his couch in a private compartment. His young mother sat on the edge of the couch, stroking his curly hair and fevered brow, for he was very ill.

"Papa is waiting," she soothed; "we will soon be there."

* * * * * *

There was a brief stop in the yards at the other side of the river while a long freight train pulled in and took the siding to await its turn to cross the bridge.

The red light on the semaphore gave place to the white. The big engine travailed angrily around the curves and rocky bluffs, and then struck the upland with a sort of satisfied growl. Dan Leigh swung open the furnace door, and a blood-red glare colored the tender and forward car. The brawny arms of the stoker glistened with sweat as he tossed in great scoopsful of coal.

On the wide reaches of the prairie the great superheater took the bit in its teeth. With its volcanic power the ten heavy coaches were no handicap. White mile posts, like ghostly sentinels, came trailing out of the night until the indicator recorded the passage of 60 to the hour. The heavy rails, resting on rock-ballasted ties, seemed like silvery strands in the glow of the electric headlight's rays. The wind swept with cyclonic fury through the long, narrow windows on either side of the boiler. With the fierce pounding of the heavy drivers, the steady roar of the exhausts through the short stack, the spiteful hiss of steam, speech in the cab was impossible. On the right hand seat box, in the narrow space between the boiler and the side of the cab, sat Barney, his body partly out of the window, one hand on the lever, and the other near the air control, a figure in bronze. Short, angry barks came from the whistle to warn the chance traveler on the highway who might fail to heed the "Stop, Look and Listen" caution on the white painted pole. Every man deserves a chance for his life.

The men in the smoking room had settled their political discussions and they were reclining drowsily on the cushions. The porter had put all his Creighton guests to bed. The little dark-eyed boy, his hand resting in his mother's, murmured in his sleep, "Papa."

No. 55 entered the "blind cut."

* * * * * *

The two men in the long, low car, their heads bare to the cutting wind, watched the red tail lights on 56 grow larger and more distinct; watched them as the speeding car came up even, and then left them behind as it crept inch by inch toward the engine. Everything was working smoothly, the road was hard and level, the moonlight swept down like a benediction to earth.

The car was making 70 miles an hour. When it was abreast of the engine Flint arose in his seat and waved his hat backward and forward, the code signifying to stop. The engineer took it as a challenge and crowded on more steam!

Flint sank back into his seat.

"You'll have to beat the best he can do!" he said.

Joe Kelly nodded.

"Kingston hill!" he muttered.

A man started from a farm house swinging a lantern.

It was Hawkins, just a minute late. The other farm houses, where the calls had been made, had been passed without result.

It was up to the men in the car.

Joe Kelly eased off his power a little as he took the Kingston Hill, knowing the value of a reserve in a pinch. The hill was not steep, but it was long, reaching up to the ridge. While making the ascent the train, running on the level, gained on the



The robber turned and before he could wheel around Thad was giving him the bunny hug

car. Kelly had figured on this, knowing he would overcome the lead going down from the ridge. Half way up he put on full power, the car bounded ahead, negotiated the short level of the ridge and started down.

"Hold tight! If anything breaks—"

"Give her everything you got, Joe," urged Flint.

Kelly's lean face seemed to grow animated; the narrow eyes became narrower, until they appeared almost closed. Small pellets, too small to be seen, struck against their faces, along with the hurricane.

The car went down Kingston hill in what would have been a winning record in an international speed contest. The men had quit looking at the indicator. It was the train they were running against. On the lowlands again the car was well ahead, but Haverly's crossing was only a few miles further on. The railroad and the highway ran east and west. Haverly's crossing ran north and south. Just before the highways intersected there was a jog to the east and west highway to the south to get around a patch of timber that stood next to the right-of-way.

The car was far enough in advance to have allowed for this variation, but glancing to the south Kelly and Flint spied another car coming from that direction—the only car they had seen since leaving Coal City. Here was a new and terrible problem. If they could strike the north and south highway ahead of the approaching car the chances were good to reach the grade crossing safely ahead of 56 in time to flag it. There was no way by which the men in the other car could be acquainted with the situation. They were much closer to the highway intersection than the car in which Kelly and Flint were coming with terrific speed, and they may have figured that by getting in ahead they would prevent the eastbound car from a disaster on the track. Anyhow they passed over the east and west highway a moment before Kelly's car reached it! Kelly had to reduce speed to make the turn and avoid a collision.

The headlight of 56's engine was already sweeping the grade crossing.

For the first time since starting out on the desperate run Kelly looked questioningly at his companion.

"Ease against them gently," directed Flint, who got out on the front of the car. The car ahead slowed up, to wait for the train to pass. Flint ran forward and jumped on the running board. Pointing a pistol at the driver he commanded:

"Drive on the track and stop, with the tail lights west! Quick!"

In all his life Flint had never harmed a living thing, but the driver looked into his stone-set face that night, and knew he would die if he disobeyed that order. He supposed he was dealing with a mad man. So he threw on the power. The car shot ahead, leaving Kelly behind. Kelly's job was finished.

The car with the two strangers and Flint, still holding his gun close to the driver, jumped forward.

"On the track! Head east . . . Stop!"

Flint himself didn't know how to run a car. So he made the driver stay in until the car was on the track, its tail lights facing No. 56, which was almost on them. The two men lost no time in leaping from the car, at Flint's signal. Flint stood up, waved his hands and jumped out. The pilot of the engine struck the car squarely and sent it flying high in the air, but the engineer had put on the emergency brakes and was bringing his train to a stop. Flint ran ahead and climbed into the cab.

The engineman blazed wrathfully:

"Were you one of those lunatics in that car?"

"Yes," replied Flint. "It was a stop signal, Felix. Whistle out your flagman to stop 55, and get back to Coal City quick as the Lord will let you! Semaphore was wrong!"

An engineman doesn't stop to argue over a statement of that sort. The flagman rushed out with his lantern, and Flint ran east with him to the long trestle over Muscle Creek, just west of the blind cut, the trestle on which the trains would have met head on.

* * * * * *

In due course of mail Superintendent Mulhern perused this communication from Coal City.

"*Dear Sir*—I recommend allowance to Charles W. Fitzpatrick, civil engineer of Yarmouth, Mo., sum of $3,250 for destruction of motor car night of 15th inst., said car being used for good of service.

"Please notify Signal Department. Semaphore at Coal City needs repairs.

"Yours,

T. FLINT, *Agent.*"

Railroad Men! This Farmer Needs Your Help

Haul his machinery and supplies to him safely and his products to market without damage—then you will pay less yourself at the butcher's, the baker's, the grocer's

ANOTHER RAILROAD DIFFICULTY

A farmer in the Baltimore District has been in the habit for some years of receiving freight shipments of various kinds and weights at the rate of, perhaps, one a month. Sometimes these shipments were of heavy farm machinery, sometimes of lighter household or farm supplies. Before the war they arrived with reasonable promptness and almost always in good condition.

For the last year: here has been shocking delay in the transportation of all his shipments. Not infrequently more than a month beyond the normal time has elapsed before the goods were delivered, even when the distance of shipment was only a few hundred miles. Once or twice there have been embargoes, which, for weeks at a time, prevented shipments from being even started on the way.

What such delays mean to a farmer, who is particularly dependent on the seasons, is plain. Seed and fertilizer received a month after they should be in the ground are almost worthless. But this particular farmer is a fairly reasonable man, who attempts to make proper allowance for what he knows to be a world-wide condition of demoralization in transportation. He realizes that the vexatious delays may, under the circumstances, be almost inevitable.

But there is a circumstance about the condition in which all his recent shipments have been received which is not so easy to understand or to excuse. Without exception, the goods received in the last half dozen shipments have been badly damaged in transit, or, if delivered without breaking, parts of the shipment have been lost. The leather seat of a buggy has been badly torn, the heavy cogwheel of a pumping jack has been cracked in a half dozen places, holes have been ripped in bags containing cowpeas for seed, parts of various farm machines have been lost or not delivered.

We were glad to see railroad men get the advanced wages recently awarded them. But we should be happier about it if there were more signs that railroad men are ready and anxious to do a good job, to treat the public fairly, to handle goods entrusted to them carefully, to make a return in better service for the bigger wages they have demanded and received.—Baltimore *Sun* of August 9, 1920.

Preventable Accidents Cause Largest Number of Fatalities for First Half of 1920

By William F. Braden
Safety Representative

IF YOU were in a trench facing an army of soldiers armed to the teeth, would you stick your head above the parapet to see what your adversary was doing?

If a half-wit were roaming around the neighborhood of your home with a loaded shotgun, would you step out without caution or allow your wife and children to venture forth?

You would not.

Yet we venture upon the tracks of our railroad with as little thought of the impending danger as we do upon the sidewalk in front of our homes.

Hundreds, yea thousands, of times daily our employes step upon the tracks without looking in the direction from which trains usually approach. Seldom do we look in the direction opposite to the current of traffic.

And we are paying for our neglect. The toll in the first six months of this year was 18 employes killed; 18 lives snuffed out when a little foresight and caution would have conserved this man power and prevented much sorrow and suffering among those left to face the resulting loneliness and deprivation.

A summary of fatalities in the first six months of this year shows that 56 employes met death in the performance of their duties. Of these, 30 were killed on the Eastern Lines and 26 on the Western Lines. This gives the Eastern Lines a percentage of 54 of the fatalities. Not an envious place to hold and one that we can attack with determination by the rigid observance of the Safety Rule which requires that we glance in both directions before venturing upon a track.

Of these 56 fatalities, 18, or 32 per cent., were the result of employes being struck by trains. This seems inordinately high in view of the fact that day after day we see these same rails alive with moving engines and cars and we cannot be oblivious to the fact that at any moment some train or engine is sure to come speeding along.

It is a sad, sad story that the official reports tell in accounting for these accidents. In nearly every case we read that the victim was walking along, apparently deep in thought, stepped upon the tracks for no apparent reason in the world and was mangled by a train or a cut of cars being shoved into a siding.

Nothing hard or unusual is asked of those whose duties take them along the tracks. It is the easiest thing in the world to look ahead and behind us before we set foot upon the rails. Yet we FORGET.

A moment's reflection would save our families a life-time of regrets.

The second cause for the greatest number of deaths is "Falling under trains." In the six months mentioned 10 of our men lost their lives. This means 18 per cent. of the total

Some "Post-Mortems" That Could Have Been Prevented By Forethought

Here are some accounts of recent accidents that actually happened on our lines and which could have been prevented by the practice of Safety:

When the bearings on an air fan in the power plant at the Glenwood yards worked loose, a boilermaker was sent to repair it. He had done the same job in the same way each day for many months, sometimes four or five times a day. He declared he had seen others use the same means as he had to tighten up a nut on the front of the fan. When he did the job the last time he did not stop the whirring fan. The wrench he was using slipped when he attempted to turn the nut. His hand was dashed against the blades of the fan and he lost a finger. He says he knows what he will do the next time he is sent to repair the fan—he will stop it.

When a passenger engine became disabled at the Pittsburgh station, a yard engine was sent to give assistance. A brakeman was riding the front step of the yard engine to make the coupling with the passenger engine. As the engines were about to come together he put up his foot to shove the knuckle on the coupler. His other foot slipped and the one against the coupler was mashed as the engines came together. This brakeman had been warned not to do this several times by the conductor in charge of the crew. An hour before the accident the final warning was given. He was taken to a hospital and now he is walking around the terminal on crutches. "I expect to go back with the Railroad," said the brakeman after the accident, "but I will not take any more chances like that." Too bad he didn't decide this way—the safe way—sooner.

A carpenter at Chillicothe was on the coal tipple repairing the tops of barrels that are placed there for emergency use in case of fire. He found a barrel that needed a whole new top and after he had made it he took the old top, weighing about 16 pounds, to the edge of the tipple and dropped it to the ground, a distance of 40 feet. As he dropped the lid, a laborer walked from beneath the coal tipple and was struck on the head and knocked unconscious. The carpenter declared that before he let the barrel top drop he had looked below to make sure no one was there. Which indicates he expected someone and should not have dropped the heavy piece of lumber.

Seeing a train approaching when he was at work on the tracks at Rowlesburg, W. Va., a trackman stepped clear of all tracks and into some bushes on the side of the track. When the train had passed he leaped from the bushes on to the tracks and a train coming in the opposite direction from the one he had just evaded, struck him. The cyliner hit him on the forehead and mashed it. He practiced Safety *some* of the time, but not *all* of the time.

In order to get a laugh from his fellow workers, a foreman in charge of laborers in the stores department of a certain shop used the air hose that led from the oil room into the waste room for ventilating purposes in his "horse play." The victim of the practical joker caused much laughter by his antics. The victim was sent to the hospital after the "playful" stunt and there he died. A coroner's jury held the foreman liable for the death of one of the men of his gang. When a foreman does not play the game safely, how can the men be expected to do so?

fatalities, likewise a very high percentage. The reports of these accidents indicate that the majority of them were caused by trainmen failing to be cautious in moving about in the yards and stumbling over permanent appliances and casual obstructions.

Next in order comes "Falling from train." Under this classification there were six fatalities, or 11 per cent. of the total. It seems evident that the majority of these deaths came to men who stood on the ends of the box car roofs instead of seeking a safer place near the centre and thus being prepared for any unexpected jarring of the train. The Safety Rules are specific in providing against such mishaps, but trainmen "take the chance" now and then and pay the awful penalty.

Only five men were lost to us by being crushed between cars, whereas formerly this number was large. Our men are learning that death lurks near when they go between cars to adjust couplers with their hands and feet. Many are injured in the course of the year because they gingerly venture to handle or kick the couplers when cars are about to come together, but the casualty list is falling low. It should be zero.

There is a record of two lives snuffed out that should not have been recorded. That comes under our classification "Working under cars without flag." In both cases recorded in the six months' summary, the victims deliberately went under the cars when they knew the cars likely would be moved and without placing a blue flag at the end of the string of cars to give engineers warning that they were beneath the cars. One of the victims was a car repair foreman who was called to make minor repairs on a freight train which was being made up. He asked the conductor to watch the west end of the string of cars so that the engine working there would not kick a cut of cars into the track. But he did not guard the east end of the train and the engine working there kicked in a cut of cars, moved the car under which the car foreman was working only a few feet, but a sufficient distance to crush the life out of him.

The summary below indicates just how the 56 employes lost their lives in the first six months of this year:

Burned	1
Crushed between cars	5
Crushed by falling ice	1
Collision	1
Derailment	3
Drowned in stream	2
Electrocuted	1
Fell from train	6
Fell under train	10
Fell from ladder	1
Operating hopper door (suffocated in coal)	1
Scalded	1
Struck by train	18
Struck by overhead obstruction	1
Struck by side obstruction	2
Working under car without flag	2
Total	56
Total fatalities Eastern Lines	30
Total fatalities Western Lines	26

THE BALTIMORE AND OHIO RAILROAD COMPANY

SAFETY DEPARTMENT

Record of Shops, Showing Man Hours Worked Per Injury, June, 1920

Honor Roll Shops Are Those Having No Reportable Injuries

This Month's Honor Roll	Injuries	Man Hours Worked	Rank in May
Painesville	0	58,608	18
Gassaway	0	53,862	Honor Roll
East Chicago	0	39,864	Honor Roll
Cone	0	35,537	Honor Roll
Somerset	0	35,240	13
Haselton	0	30,826	16
East Dayton	0	30,340	Honor Roll

Rank	Shops	Man Hours Worked	Number of Injuries	Man Hours Per Injury	Rank in May
1	Lorain	143,910	1	143,910	4
2	Fairmont	56,247	1	56,247	9
3	Ohio River (High Yard)	53,076	1	53,076	24
4	Cleveland	104,372	2	52,186	6
5	Newark	283,883	6	47,314	21
6	Benwood	132,084	3	44,028	2
7	Washington, Ind.	238,251	6	39,708	10
8	Brunswick	350,393	9	38,932	35
9	Holloway	75,237	2	37,618	8
10	Connellsville	154,286	5	30,857	20
11	Weston	25,556	1	25,556	12
12	Riverside	350,393	14	25,028	36
13	Ohio River (Low Yard)	69,688	3	23,229	29
14	Glenwood (Back Shop)	250,399	11	22,763	1
15	Lincoln St. (inc. Robey St.)	96,486	5	19,297	5
16	Glenwood (Master Mechanic)	150,119	8	18,765	17
17	Seymour	18,681	1	18,681	Honor Roll
18	East Side	127,952	7	18,279	32
19	Storrs	90,332	5	18,066	23
20	Stock Yards	34,083	2	17,041	22
21	Lima	63,276	4	15,819	14
22	Keyser	268,846	17	15,814	28
23	New Castle	118,443	8	14,805	3
24	South Chicago	86,436	6	14,406	11
25	Cumberland (Master Mechanic)	284,746	21	13,559	30
26	Rossford	33,113	3	11,037	15
27	Grafton	151,728	14	10,837	19
28	Chillicothe	154,938	15	10,329	7
29	Cumberland (Back Shop)	113,480	12	9,456	25
30	Ivorydale	80,686	9	8,965	27
31	Willard	98,521	11	8,956	26
32	Garrett	147,432	17	8,672	34
33	Zanesville	25,726	3	8,575	Honor Roll
34	Mt. Clare	486,381	63	7,720	33
35	Flora	28,593	5	5,718	Honor Roll
36	Martinsburg	29,818	6	4,969	31

Total Injuries by Months:

January, 302; February, 239; March, 303; April, 282; May, 313; June, 307.

Pays One Loan—Will Ask Relief Department for Another

GARRETT, PA., August 4, 1920.

MR. W. J. DUDLEY,
Superintendent, Relief Dep't.

Dear Sir—I received the papers and am glad that my house is paid for. In the Spring I am going to ask for another loan.

I must say the Baltimore and Ohio Relief Department has treated me fair and square while I have dealt with them, and I am very thankful for what they have done for me.

(Signed) SAMUEL C. TRESSLER,
Watchman.



Assured that our readers will welcome advice and suggestions on the all-important problem of health preservation and life extension, based on the latest advances in medical science, it will be the purpose of this section of the MAGAZINE *to present brief and instructive articles each month by members of the medical staff of the Relief Department. We know our efforts will appeal to our readers. If only a few profit by the advice offered, our contribution to the sum of human happiness will be considerable, and our service of value. The addition of one, five or fifteen years to a life is well worth the task*

The Patent Medicine Evil

By Dr. Fuller Nance

Assistant Medical Examiner, Baltimore, Md.

EVERY physician is frequently asked to express an opinion about the value of some patent medicine. The manufacturers and distributors of these articles have so thoroughly learned and extensively employed the art of advertising that it is almost impossible for us to avoid reading somewhere and almost everywhere that somebody's pills or potion will cure every disease with which humanity is afflicted. And the worst feature about this promiscuous advertising is that some of us finally accept as true the extravagant claims that are repeated day after day, without challenge, through every conceivable publicity medium.

Every patent medicine sold as a cure for any of these diseases is dangerous, and is the direct cause of many people losing their lives each year. It is difficult to emphasize strongly enough the great danger to which people are exposed today through the indiscriminate and extensive use of patent medicines and nostrums. The gravity of the problem has been recognized by our Federal government, which has passed laws that at least help the public to learn what they are pouring into their stomachs. It was, as a consequence, interesting to note the scramble among patent medicine manufacturers to change formulas and labels, decreasing the quantity of habit-forming drugs and altering labels to read—"A *REMEDY*" instead of "A *CURE*" for cancer, tuberculosis, etc.

Why are patent medicines not only worthless, but in many cases dangerous as well? In the first place, one of the most difficult branches of medicine is to make a proper diagnosis, and when a patient treats himself with a patent medicine, he makes his own diagnosis. To illustrate:

One of the most frequent early symptoms of tuberculosis is "stomach trouble." Now, when a man tries to be his own doctor, he makes a diagnosis of stomach trouble, visits the corner drug store and buys some Bunko's Syrup of Pepsin (60 per cent. alcohol), which he takes for six months, always feeling better after each dose, because of the stimulation of the alcohol. After spending many dollars, during which time the disease is gradually but surely spreading, he finally consults a physician and learns the truth, too late to arrest its progress, and another murder is chargeable to the manufacturer of Bunko's Syrup of Pepsin. For, had the patient gone to a competent physician and paid a fee of about one-tenth what he spent upon the patent medicine, his disease might have been arrested and his life prolonged for years.

Or, perhaps it is soreness in the throat: he buys somebody's sore throat remedy, and after the system is saturated with poison learns too late that it was a case of diphtheria which was mistaken for tonsilitis, and another life is charged to this nefarious traffic.

When you are sick, visit your family physician and get proper advice and treatment, and you will find that both money and health will

Relief Department—Advisory Committee

Conducting Transportation Department

W. S. BERKMEYER	Conductor	Canton, Ohio.
J. H. COULBOURN	Passenger Brakeman	Philadelphia, Pa.
GEORGE G. JAMES	Conductor	Baltimore, Md.
JOHN F. WUNNER	Clerk	New York, N. Y.

Motive Power Department

L. A. CATHER	Machinist	Fairmont, W. Va.
WILLIAM D. LENDERKING	Plumber	Baltimore, Md.
HENRY LOVERIDGE	General Foreman	East Chicago, Ind.
H. W. OLDENBURG	Car Inspector	Cincinnati, Ohio.

Maintenance of Way Department

IRA E. BAKER	Section Foreman	Kanawha Station, W. Va.
J. J. PRICE	Account Clerk	Newark, Ohio.
J. W. RICHMOND	Water Station Foreman	Garrett, Ind.
J. F. THOME	Section Foreman	Aviston, Ill.

Statement of Pension Feature

Statement of employes who have been honorably retired during the month of July, 1920, and to whom pensions have been granted.

Name	Last Occupation	Department	Division	Years of Service
Lacey, William H.	Engineer	Cond'g Transportat'n.	Wheeling	29
Maneely, George P.	Engineer	Cond'g Transportat'n.	Newark	42
Mitchell, Charles S.	Freight Agent	Cond'g Transportat'n.	Illinois	48
Skillman, John R.	Shipper	Elevator	Baltimore.	44
Weber, Christena	Scrubber	Cond'g Transportat'n.	B. & O. C. T.	29
Williams, Thomas.	Carpenter	Maintenance of Way	Newark	47

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1919, $333,807.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1st, 1884, to April 30th, 1920, amount to $4,032,546.35.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation.	Department	Division	Date of Death	Years of Service
Conley, James F.	Sheet Tinner	M. P.	Baltimore	July 14, 1920.	51
Davis, Ananias	Watchman.	M. of W.	Monongah	July 19, 1920.	40
Hanly, Patrick.	Watchman.	M. of W.	Pittsburgh	July 26, 1920.	53
House, William H. C.	Water Pumper	C. T.	Cumberland.	June 28, 1920.	33
Wachter, E. A.	Carp. Foreman	M. of W.	Baltimore	July 2, 1920.	40
Orth, Andrew.	Laborer	M. P.	Ohio	July 17, 1920.	52
Saville, John O.	Trackman	M. of W.	Cumberland.	July 6, 1920.	45
Streely, C. S.	Ticket Agent and Operator	C. T.	Chicago.	June 27. 1920.	34

be preserved; don't feed your cash and hope to the Patent Medicine Monster, for both will be eternally lost.

"Every man who trades in this market, whether he pockets the profits of the maker, the purveyor or the advertiser, takes toll of blood. He may not deceive himself here, for here the patent medicine business is nakedest—most cold hearted. Relentless greed sets the trap, and death is partner in the enterprise."

The writer, having had an extensive experience as a retail druggist, has had an excellent opportunity to observe the blind and unquestioning confidence of otherwise intelligent people, and the liberality of their expenditures for all kinds of worthless and harmful concoctions which unscrupulous manufacturers put upon the market, who are absolutely ignorant of the properties and uses of drugs, or of the proper treatment of diseases.

The average person has an idea that any disease may be cured by taking something out of a bottle three times a day; but when they try to purchase relief from chronic diseases at the corner drug store, they are doomed to disappointment, for every physician knows there is no known drug that will cure Bright's disease, diabetes, cancer or tuberculosis.

The intelligent physician employs every proven agency in the treatment of disease, such as the correction of errors of diet, breaking of old habits, and a readjustment of the patient's life; and these, with the persevering cooperation of the patient, will usually result in the arrest of disease. But, as this causes some discomfort to the patient, it is no wonder that when he reads the boastful advertisement of the patent medicine fakir who declares—"My Remedy CURES Kidney Disease," "Sure CURE for TUBERCULOSIS," etc., he throws discretion and professional advice to the dogs, and grabs at the patent medicine like a drowning man does at straws, and with the same result.

—

Overheard at the Medical Quiz

Prof. Sapio: "Is appendicitis a new disease?"

Dr. Green: "No. It is an inflammation of the vermiform appendix, and as every one has an appendix, it is safe to assume that Adam and every human being since could have had the disease."

Prof. S.: "Then why is it that we have heard of it only in recent years?"

Dr. G.: "Because the doctors of the old school did not recognize it but called it 'strangulated bowels,' 'inflammation of bowels,' etc., and as a rule the patient died."

Prof. S.: "What should the patient do in a case of suspected appendicitis?"

Dr. G.: "The essential thing is to immediately place himself under the care of a competent physician and follow his instructions."

Prof. S.: "You are right, Doctor, a patient with appendicitis gotten early by the doctor practically always recovers, and in no other disease is delay more dangerous."

—

Dictation

By Edward Hart, Jr.

General Freight Agent, St. Louis, Mo.

THE ability to clearly express one's self in a letter is one of the most important things for a railroad employe to acquire, that is to say, if he is ambitious to rise in the service.

Many letters do not convey their true meaning to the reader; some contain more words than are necessary; there are those which are not confined to the subject matter supposed to be covered; in others the statement of fact and the argument are mixed, and therefore do not conserve the time and thought of the reader, who is often forced to exercise his own ingenuity or knowledge to determine what is meant.

All of us, therefore, should study English composition, and, having mastered a few of its elements, should think for a minute before writing or dictating a letter, not only what should be said but the shortest and clearest way of saying it. There should first be an introduction, to prepare the mind of the reader for the statement of fact that is to follow; then the explanation and the argument for or against the matter presented and, last, the recommendation or decision based thereon. Repetition should be avoided, except to emphasize some point. Such phrases as "I wish to say," "beg to state," "for your information," and the like should be omitted. When a short word will convey the meaning it should be used instead of a long word; simplest words are often the most emphatic.

Stenographers can be of great assistance, and should be on such terms with their employers as will permit them to correct or modify the verbiage of dictation, and those who dictate should welcome intelligent suggestions from their stenographers, rather than require them to follow like a parrot the language as dictated.

It is said that the best way to make a speech is to "*Stand up, Speak up, and Shut up;*" that is also the way to dictate a letter.

He Increased Car Miles

When one of the dumping machines at the big Curtis Bay Coal Pier is put out of operation for any reason it cuts down the pier's capacity about 50%. And this pier, as most employes know, is one of the biggest outlets on the system for relieving our rails of freight and keeping our cars moving. Read the following to see how one employe did his bit in this campaign:

CURTIS BAY, July 28, 1920.

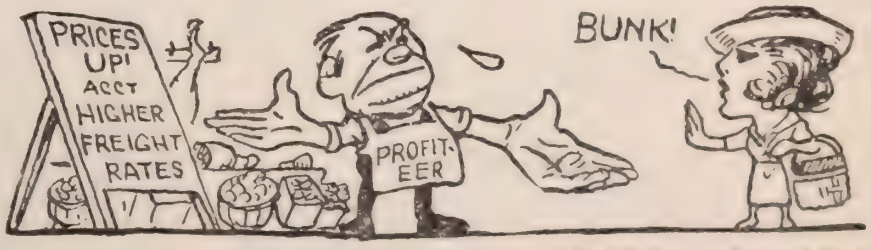
Mr. JAMES MATTHEWS,
Car Rider, Curtis Bay Pier.

Dear Sir—It has been called to my attention that on or about July 23, an accident was narrowly averted by your alertness. When car was coming up to be placed on cradle, in tightening brake, the chain parted. You saw the immediate danger, jumped from car and secured chock, thereby preventing car from running down incline and striking another car on kick-back on No. 1 dumper.

I take this opportunity of expressing my appreciation of your interest and watchfulness on this occasion, and thank you for your action in the matter.

Yours truly,
(Signed) W. M. HAVER,
Superintendent.

He Increased Car Miles





ROBERT M. VAN SANT, *Editor*
MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Passes

The Baltimore and Ohio maintains a liberal policy toward its employes in the matter of free transportation, and, partially because of this, is now confronted with a serious problem in handling its passenger business. During Federal control no new passenger equipment was purchased and some of the old equipment has been taken out of service because of age or obsolescence. With these reduced facilities and the present heavy passenger travel, taxing our facilities beyond any previous record, it is unfortunate that letters of complaint received from passengers indicate that certain employes have occupied an unnecessary number of seats, and in this and other ways have prevented our passengers from being properly seated.

Although the giving of free transportation by the Company to its employes is a long-standing practice, most of us understand that it is a purely voluntary courtesy and that it should invariably be used in such a way as not to interfere with the duties of the Company to its passengers.

A large majority of our employes use their pass privilege in a wholly unobjectionable manner. There are only a few, more thoughtless than inconsiderate, who have so used their pass privilege as to bring embarrassment not only to our officers but also to many of their fellow employes.

Every employe should so regard and appreciate the pass privilege as to feel an individual responsibility that its use does not reflect any discredit on the Railroad in its duty to the public, for it is only in this way that the liberal policy of the Baltimore and Ohio in this respect can be maintained, unrestricted.

One other thing: When the ticket taker comes through to collect, don't smile knowingly at him in lieu of presenting your pass. Please have it ready to show so as not to delay him. The conductor of a commuter train reported recently that he was unable to collect a number of tickets because, in working his train, pass holders delayed him so long that he was unable to reach pay passengers before they had gotten off at their stations.

It is eminently fair and just to all concerned that the Railroad should expect and secure the hearty cooperation suggested from every employe.

Watch the Individual Car

In making a trip of inspection over his lines recently, the president of a large railroad chanced to notice a car standing at the end of the track which showed evidence of having been there for some time. On questioning the division officer he was informed that the car in question had been placed there only recently. Later investigations showed that it had been standing for ten days, although the purpose for which it was set could have been accomplished in a day. This incident is not cited to imply that the superintendent should have known how long this car or any other individual car had been standing at any one place on his division, but rather that he should have known that no serviceable car was standing at any point on his division longer than was necessary to accomplish the purpose for which it was placed. The problem of car movement is that of keeping *every* car moving. It involves close supervision at each siding and station on the division. It is self-evident that if all unnecessary delays to each car are eliminated and it is kept moving to the maximum practicable extent, the maximum mileage will be secured from *all* cars and the problem of handling the traffic of the country will have been solved insofar as it is possible to solve it with the equipment now available.—*Railway Age.*

Too Polite

Street railway facilities, along with the railroads, are way behind in the public service requirements of the day. They, too, are suffering from malnutrition and their plight is working quite a hardship on the strap-hangers in the big cities.

I happened to be one of these in the street car the other day where this amusing experience took place:

An agreeable-looking but apparently absent-minded gentleman gave his place on one of the longitudinal seats on the car (built for four) to a young lady. She was profuse in her thanks and the passengers were obviously interested in the episode. She had hardly become seated comfortably when she reached over the lap of the lady next to her and, addressing her mother, who occupied the next seat, said:

"Mamma, please lend me your handkerchief; I forgot mine."

Hardly were the words out of her mouth than the absent-minded gentleman in front of her made a dive for his pocket and said:

"Oh, won't you have mine, Miss?"

You can imagine the resulting embarrassment.

I once had a brusque acquaintance in the person of a salesman. He knew life from having had some pretty hard knocks and was certainly not an idealist. His cousin, another gentleman of just the opposite type, polished, cultured and polite to a fault, quite got on his nerves to the extent that when someone would say a kindly thing about the cousin, his invariable rejoinder was:

"Oh, yes, 'Vint' is all right, only he's too d—— polite."

The question is, can we be too polite? The fine deference which, only a few years ago, was paid to our women folks seems to be disappearing. It is a rare thing now-a-days to see a man giving his seat to a lady. Rare also, even in our own Baltimore and Ohio Building, where respect from men to women should be somewhat of the same type paid within a family, to find men taking off their hats in the elevator when women are present.

I can hear some readers of this paragraph saying, "Rubbish; the women don't appreciate it anyway." And I agree that that often seems to be the case. But we are losing one of the finest things which life offers when we fail to observe those marks of respect which it has been the privilege of our men to offer to the peerless American woman. The argument that woman has thrust herself into man's sphere in business, politics and indus-

try, is specious. She is still woman, with her delicate physical nature, her inborn and inalienable right to look to man as her protector, still the mother of our children.

Politeness as thin as a veneer is as unsubstantial. But politeness which recognizes the superior fineness of true womanhood is still one of the finest prerogatives of true manhood.

—

Great Enough to Be Humble

Walks a man along a street of Springfield, Ill. "What are you crying about?" This to a 12-year old girl, standing by a gate. "The drayman hasn't come for my trunk, and I shall miss the train." "Dry your tears, sis; I reckon we can fix this." Up goes the trunk on the man's strong back and off to the station in time for the train. That man is Abraham Lincoln. Big enough to be small enough to serve.

"Heave away, there! yo heave!" It is a corporal giving lordly orders to a squad trying to move a timber. But the timber is too heavy. R des a man by on a horse and inquires, "Why don't you help them?" "Not I; I'm a corporal." Dismounting, the man lines up with the soldiers: "Now, all together—yo heave!" The timber goes into place, and the man addresses the corporal: "Next time you have a timber too large for your men to move, just send for your commander-in-chief!" The speaker is George Washington.

Two men stand in a corridor of a Cleveland hotel on a wintry night. One of them, wishing some papers, walks out into the bitter, searching wind, and buys them of a shivering newsboy on the street. "Why didn't you buy them at the newsstand?" "Oh, that poor, cold little chap needs the money more than the one inside." The purchaser is Major, Congressman, Governor, President —William McKinley.

No king on a throne appeared more majestic than John Marshall, clad in the robes of his great office, sitting as Chief Justice of the Supreme Court of the United States. Comes to his quarters one day a small boy to obtain some legal papers for his father. The Chief Justice notes the small boy's awe of one so great. "'Billy,' I can beat you playing marbles." And out into the yard they go to have a game. Big enough to be small enough to play marbles with a kid.

One of the most venerated names in the modern history of the Catholic Church is Fenelon. Into his place and to his own table he brought a great company of people made homeless and wretched by the War of the Succession. Observing one peasant, one day, who ate nothing, he inquires the cause. "Alas! my lord; escaping, I had not time to bring my cow, the support of my family." Promptly sets out Fenelon, the great bishop, with his privilege of safe-conduct, finds the cow, and brings her to her owner. "This," says Cardinal Maury, "is perhaps the finest act of Fenelon's life."

Love Divine stooped to be born in a manger; to build hovels in Nazareth; to become the Friend of the lowly and despised; to wash the feet of His disciples. "The Son of Man came not to be ministered unto, but to minister."—*The Barrett Trail.*

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CAR MILES, CAR MILES, CAR MILES, CAR MILES,

CAR MILES, CAR MILES,

CAR MILES.



An Accommodating Brakeman

On Number 77, the Washington-Hagerstown Express, August 30, 1920, pulling out of Camden Station at 4.00 p. m.:

The clean, steel coach comfortably filled with passengers, many of them women and children, laden with bundles after the day's shopping and on their way to country homes:

Brakeman Elmer E. Walter comes from the platform to the front end of the coach. He is perspiring freely and undeniably hot and sticky, but smiling, a genial smile, one of those philosophical "may as well make the best of it despite the weather" smiles.

After the excessive rainy spell, the tightly fitting window sashes seem glued to the frames. Women and men are tugging at them, but only a few with success.

Brakeman Walter, with the skill and strength born of ten years' service, makes the first little family he reaches a bit more comfortable by opening their window. Still he smiles.

On through the car, to the right and to the left (one, two, three, four, five, six, seven, eight, nine, I counted), he opens windows, mostly for women, one or two for men. He plays no favorites. Still he smiles, now through streams of sweat rolling off his face.

What's that old phrase: "When you and I know how to smile, then there'll be miles and miles of smiles." Brakeman Walter knows how. Do you?

—

Partisans

When national or state affairs go wrong, and we find ourselves flat on our backs in the middle of a bad fix, we are prone to relieve our feelings by cursing the politicians. So might one wield an awkward hammer and curse it for mashing his thumb.

Politicians are what they are because people have forgotten the art of thinking. Pick up a typical Republican newspaper and read its comment concerning the acceptance speech of Coolidge. Compare it with the comment of a typical Democratic paper. The one is ridiculous because it praises too much; the other disgusting because it wholly condemns. Neither makes an effort to be fair or sane.

Presumably partisan newspapers print this sort of childish rot in an effort to please their partisan readers. If their effort is successful, one cannot escape the conclusion that partisan readers have long since lost the use of their brains and now depend wholly on politicians and the press agents of politicians for their ideas and their convictions.

One may support a politician whose convictions are similar to his own and yet retain his manhood; he cannot blindly support a politician because of his party label and remain worthy of citizenship.

America needs citizens who will think. When citizens think politicians will render service or go into the discard. There can be no government by the people while the people are mere witless partisans.—Baltimore *Sun.*



The Monongah Veterans Make Merry at the Grafton Picnic and the Young Folks Take a Back Seat

By Aunt Mary

THERE aint nothin' more soul-satisfyin' than to go to a real old-time picnic, an' the one what the Veterans had up there at Grafton jes' gimme somethin' to talk about fer the rest o' my life. I ain't never goin' to forget it if I live to be as old as Uncle Jim Peters' old horse Ned, an' he lived so long that he carried nine generations o' children on his back an' when he died, he died standin' up.

Now, Ezra an' me had been plannin' fer a long time to go to that picnic. We had done got a fine invite, all writ out on a postal card with a stamp already on it. But when the time finally did come, Ezra was took down with rheumatiz so's he couldn't do no more'n hobble around the house.

"Mary," sez he, "do you reckon we'd better go?"

"Ezra Hezekiah Simpkins!" sez I, an' I was mad too. "If you cheat me out o' this picnic, I'll call you the meanest white man what ever set foot in the town o' Baltimore!"

"Be you afraid to go by yourself?" sez he, hobblin' over to where I was a-settin'.

"I ain't afraid o' nothin'—includin' you," sez I.

"Well, you run along, then, an' I kin make out by myself. I don't s'pose nothin' will hurt ye."

"If it does, it won't matter to you," sez I. (I reckon I wuz jes' a little impatient, but if you ever been to a Veterans' picnic, you jes' know what 'twould mean to be cheated out o' goin'.) Ezra kept his mouth shut, 'cause he's skeered to sass me. I don't believe in henpeckin' no man, but I do believe in trainin' 'em not to sass back at ye. After a little while when I found out that Ezra really an' truly did want me to go, I got out that little suitcase what Ezra insists on callin' a "travellin' bag," put my tooth-brush an' newralgy medicine in it, an' set out fer Grafton.

Did you ever see one o' them sleepin' cars? They got a row o' little dog-houses down each side of 'em, with curtains all 'round; no doors nor nothin'. I got real skeered fer awhile, thinkin' mebby I hadn't ought to gone away an' left Ezra, an' that jes' to pay me back fer leavin' him, somebody might come along an' peek through them curtains at me.

I reckon 'twas long 'bout ten o'clock, when I had jes' started to snooze, that I hears a man's voice say "Number 3, kindly let me have your ticket."

"Kin you wait jes' a minute?" sez I.

"Hurry, then," sez he, jes' as kind an' obligin' as if he hadn't woke a lady up in the middle of the night.

"Can't you find it?" sez he, presently.

"'Tain't that," sez I, "I kin find it well enough, but I ain't finished dressin'."

"Never mind the dressin'" sez he, "jes' hand me the ticket."

"Glory be!" sez I, holdin' on to them curtains tight with one hand an' handin' him the ticket with the other.

In another minute he wuz gone an' I stuck my head out to see what wuz goin' on. There was a man comin' right up the aisle with a ladder, an' if he didn't climb right up in the second story above my head, my name ain't Aunt Mary!

'Long 'bout six o'clock we got into the station at Grafton. The sky was black, the ground was black, an' the rain had jes' started to sprinkle, an' when I got in there the first thing I met was a funeral procession.

"Glory be, I'm doomed!" sez I to myself. "I wish I'd a-stayed home with Ezra. Howsomever, so long as I'm here I'm a-goin' to the picnic, rain or no rain."

Jes' then I spied a pretty little girl in a gingham dress. I asked her if she knowed Miss Jenkins. She sez she did an' that her name was Byers. She took me to Miss Jenkins, who is one of the smartes' gals I ever seen. Why they say she can write 75,000 words a minute on that typewritin' machine o' hers. She interdooced me to the chief clerk, Mister Ford, who must be some kin to Henry, fer I seen him with a automobile out at the picnic, an' he had Henry an' Lizzie beat to a frazzle when it come to sellin' it. After that we spied Mister Keane, who, they say, is willin' to work any 364 days out of the year, providin' they will let him off to go to the Veterans' Picnic. An' his family is made up of real people, from the old man down to his little grand-daughter Beatrice. I felt jes' as to home with them as if I was settin' on the front porch with Ezra. They packed me in the automobile along with loads of good things to eat, an' we all set out fer the park.

"Aunt Mary," they sez to me, "our park ain't no fashionable resort. Mebby you won't like it, but it's a natural one, jes' like the Lord made it."

"Then it's just as I want it," sez I. "I'm so plumb tired o' concrete walks an' artificial lakes that it jes' does my soul good to see a real one."

An' that's jes' what it was—one of the prettiest little groves what I ever laid my eyes on, stretched out alongside the Tygart Valley River, where some people wuz comin' 'cross on the ferry an' some was a-swimmin'. Everything was jes' glorious. Soon after we got there the trains commenced to pull in, bringin' folks from all over the division. There was about 200 from Fairmont alone, without countin' the others. An while I was watchin' the trains, who should step off but Mister Sturmer, who, as everybody knows, is the Grand President of the Veterans. Everybody seemed glad to see him, and judgin' from the way he grinned, I know he was glad to be there. A little later I seen somebody else a runnin' down the hill, an' who should it be but Mister Braden. I believe he was the popularest young man on the grounds. They all called him "Billy," an' when it come to dancin'—oh, my! He was right there.

All the mornin' folks went around, sayin' howdy to each other, an' everybody was tellin' everybody else how glad they was to be there. It was the sociablest crowd o' people what I ever saw; I didn't know nobody when I went there, but before dinner time, I knowed 'em all.



Here they are, talking over old times, two of the Monongah Veterans: Andrew Jackson Blue, of Grafton Shop on right, and H. A. Spiese, retired passenger conductor, left

Over on the left hand side of the grounds, I seen a big sign what sez "MEMBERSHIP DRIVE—BALTIMORE AND OHIO VETERANS."

"Jimminy!" sez I, "Be this a recruitin' station?"

"Yes, Ma'am," sez Mrs. Horan, whose husband is a engineer. "An' let me interdooce you to the fair ladies what is conductin' this recruitin' station." An then I met Mrs. Harry Fleming, whose husband is a engineer on the Monongah Division; Mrs. George Swisher, who is the wife of another engineer; an' Mrs. J. Kimball, whose husband is superintendent of water stations. I wished 'em all kinds of good luck an' they had it. Mrs. Keane was there, too, an' I tell you them ladies worked.

I was on my way to the ice cream stand when somebody calls out 'DINNER!" I didn't need no second invitation, an' if angels on golden wings had come down an' played music on their harps, it wouldn't a-been no sweeter sound to my ears. An' such a dinner as we had! Mrs. Keane is the best cook on the Monongah Division, there aint no mistake about that. She had brought along about a ton of fried chicken, a barrel of coffee, bushels of potato salad, an' melons, an' pickles, an' pies, an' cakes, an'—Goodness knows what all. An' jest like that Alexander in my Mary Jane's story book, that conquered the whole world, so we got filled up too quick, an' we sighed 'cause we couldn't hold no more. What worried me most was that I had 4 invites an' could only eat 1 dinner.

After dinner the program got started. Christmas entertainments wasn't in it. First of all there was a solo by Mister Douglas Fleming, who is the son of that lady who was at the recruitin' station. His singin' was so good that they made him sing all over again. Then we was led in prayer by the Reverend Crickenberger, followed by a thrillin' speech by Mister James Wardley, Connellsville engineer an' Grand Secretary to the Veterans. Mrs. James B. Moran, whose husband is a machinist, gave us a pretty vocal solo. A big dog, who had been walkin' 'round enjoyin' himself with the nice fat chicken bones, took it into his head that he was a Veteran, too, an' although nobody invited him to participate in the program, decided that he would take a chance on singin' with Mrs. Moran. He opened his mouth an' begun to howl, an' it was some time before they convinced him that it wasn't his party, an' he followed a man who had another chicken bone while Mrs. Moran finished her song in a very pleasin' manner.

Then Mister John Lucas, secretary to the Cumberland Veterans, made a speech that was so pleasin' to the ladies that they talked about it all the afternoon. Followin' this there was another solo by Mister Fleming, an' after that a regular roof-raisin' speech by Grand President Sturmer. Mister George was at his best; he was so plumb inspired by that good dinner that he had just et that he was chock full of compliments for the Veterans an' their wives. The applause what followed his talk made you feel like you had jes' heard Sousa's band play the "Star Spangled Banner." I'll bet that he was so sore from shakin' hands that Missus Sturmer had to set up all the next night a-rubbin' him with Sloan's liniment.



Frances Beatrice Mantz

One of the little Veterans at the Grafton picnic. Beatrice is the granddaughter of F. M. Keane, locomotive inspector. The background of this picture shows the Tygart Valley River and one of the beautiful mountains of this section

Then come the real fun. The orchestra started up an' the young folks commenced to dance what they called the "Fox-trot." How they done it, I don't know. First they went walkin' along same as if they was goin' somewheres an' didn't care whether they got there or not; then they went sideways, then back again; then they swung their feet out like as if they was goin' to jump a fence (I reckon that's where the fox part of it comes in); all of a sudden they started walkin' on their heels an' toes without gittin' anywheres, an' when I looked again they was turnin' 'round an' startin' all over again. But, alas, as the fellow sez, 'twas not for long. One of the Veterans he steps up to the orchestra an sez, "Gentlemen," sez he, "this here is a Veterans' picnic, an' I want you to play something what the Veterans kin dance. This here turkey-trot, one-step, moon-shiney fox-trot an' jazz stuff ain't for the likes of us; what we want is "Turkey in the Straw" an' "Arkansas Traveller," an' we'll show these young folks what *real* dancin' is."

Then they started to shakin' their feet. The Veterans got their wives and other peoples' wives together for a quadrille. Some of the old boys took turns at callin' out the numbers. One of them, Mister J. W. McMakin, who is a conductor on the third division, was a past-master on that job, an' when he called out, "Swing yo' partners!" there wasn't nobody there whose foot wasn't a-shakin' to them old tunes. I sure would liked to got a pictur' of 'em, but there wasn't light enough. They danced to the tunes of "Devil's Dream," "Fisher's Hornpipe," "Irish Washerwoman," "Turkey in the Straw," an' all the old-time ones what you an' me know. Them folks what didn't see Mister an' Missus Louis Rauscher in their artistic dancin', an' Old Uncle Henry Lyman a-shakin' a lively foot, sure missed a treat. Then, who did I see a little later a-trippin' the light fantastic but Uncle Johnny McGlauchlin an' Uncle Johnny Whitman!

The little folks had a good time, too. There was swings for everybody, a plenty of green grass to run an' tumble on, an' the river to go swimmin' in, an' eats enough for every hungry little tummy.

They all stayed there until after it got dark. As for me, I had such a good time I didn't want to come home. When I got back I found Ezra had been livin' on baked beans fer two days, 'cause menfolks ain't no hand at cookin' vittles for theirselves. When I told him what a good time we'd had, he sez to me, sez he, "Mary," sez he, "rheumatiz' or no rheumatiz, I'm goin' to that there picnic next year or bust."

—

William C. Riley

On August 3, William C. Riley, 56 years old, spoutsman at one of our grain elevators, was accidentally killed while in the performance of his duties. No one witnessed his death, but it is supposed that his clothing was caught under the belting.

Mr. Riley was a member of the Baltimore Veterans' Association, and his wife the financial secretary of the Ladies' Auxiliary. The sympathy of all of the Veterans and their wives is extended to Mrs. Riley.

—

John M. Cassell

Shortly before noon on Sunday, August 8, while engaged in placing a chain around the wheels of a locomotive, John M. Cassell, veteran employe at Grafton, W. Va., dropped dead from heart failure.

Mr. Cassell was 62 years old and had been an employe of the Railroad for 48 years. Born and raised in Grafton, he was well known and liked by all of its citizens. He was an active member of St. Paul's Lutheran Church and belonged to the Grafton Chapter of Baltimore and Ohio Veterans. He is survived by a widow and the following children: Ernest Cassell, Mrs. G. H. Colebank, Harry, Frank, and Marie. The funeral services took place at St. Paul's Lutheran Church, interment in Bluemont Cemetery.

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Cars Are Only Earning When the Wheels Are Turning



For description, see opposite page

Baltimore Division Veterans Enjoy Picnic at Brandywine Springs

A GOOD, old-fashioned picnic! That was the story that the posters told, and indeed the advertisement was appropriate. By 7.30 o'clock on Saturday morning, August 14, Camden Station was the scene of such merriment that strangers stood in wide-eyed astonishment.

"And you are going, too!"

"I wouldn't miss it for the world!"

"Did your grandmother come?"

"Please help me find my sister; she was to meet me here at a quarter before eight."

These were some of the things we heard as the picnickers began to file through the gates where men were calling out: "Train for Brandywine!" Lunch baskets were the latest fashion, and nobody thought of the few drops of rain that had begun to fall. Fathers and mothers, grandfathers and grandmothers, children and grandchildren, gray-whiskered Veterans and bald-headed babies and all of the "dressed-up sons of the Baltimore and Ohio," as President Bowers called them, made up the jolly crowd. The officers of the Baltimore Veterans' Association were going around, here and there, giving orders, telling folks which way to go, and shaking hands with everybody.

Characteristic indeed of the Veterans was the selection "On the Square," rendered by the Mount Clare Band as we were leaving Camden, and many were the exclamations of delight as the train pulled out and we were on our way to Brandywine.

"I haven't seen anything yet," said one little girl from Dorsey when we had scarcely passed through the Belt Line tunnel.

"Wait 'till you get to the Susquehanna bridge," said her little chum, who had been to last year's picnic at Brandywine.

"Is it pretty?"

"Is it pretty! Well, I guess. Why, the train is way up above the highest treetops."

"Oh, o-o-oh! How does it stay up there?"

"I don't know," shaking her head, "I guess God holds it up there. Papa says that God can run a train better than an engineer—and my papa is a good engineer, too." And we who overheard the conversation knew that papa must be a good engineer.

On we went, by houses, cornfields, forests, and whole towns, and the voices of the happy little folks could be heard far above the rumble of the trains. In the midst of their joy came George W. Galloway with his hands full of little green tickets, which he dealt out generously.

"What are these for?"

"Ice cream."

"Oh! O-o-oh! Ice cream! I could eat it right now!"

In a short time we backed off on a siding, and before we knew it we were off the train and going through a gate over which hung an inscription:

BRANDYWINE SPRINGS.
"LET HIM WHO ENTERS HERE LEAVE ALL CARE BEHIND."

Up the walk, past the merry-go-round, the lakes, the racer dip, the fun factory, the fakir stands and lunch tables, we followed the band to the top of a big hill. The sun was hot and the photographer was waiting with a big camera to get a picture of the crowd. Although it was still early in the morning, many lunch baskets were opened and goodies were spread upon the tables. Some brought their breakfasts, dinners and suppers; some had lunches and dinners, while some had one meal, which lasted all day long.

Shortly after noon a special car arrived, which brought the following officers: George M. Shriver, senior vice-president and in charge of Accounting, Claim, Treasury and Relief Departments; Charles W. Galloway, vice-president in charge of Operation and Maintenance; S. Ennes, general manager, Eastern Lines; E. W. Scheer, general superintendent, Maryland District; R. B. White, superintendent, Baltimore Division. A delegation of Veterans met them at the station, and, with the United States flag and the Veterans' banner ahead with the officers of the Veterans, they were escorted to the picnic grounds by the Mount Clare Band. A fine luncheon was served the officers by members of the Ladies' Auxiliary, foremost among whom were Mrs. George W. Galloway, Mrs. Charles R. Weir, and Mrs. G. A. Bowers. While we were yet engaged in satisfying the inner man, the sounds of music floated up from the foot of the hill.

"Bring up the songbirds," said George W. Sturmer, grand president of the Veterans. They came, the Baltimore City Quartet, and they gave a number of fine selections, which proved that they were songbirds indeed.

The officers stood in line for their pictures, which, we regret, did not turn out clearly enough, from an engraving standpoint, to be used in the MAGAZINE. Then came the best part of the afternoon's program: the speeches from our officers. First of all, Mr. Bowers asked all of the people to bow their heads for a half-minute of silence in memory of those of the Veterans who have passed to the Great Beyond; then for another half-minute in honor of the late Thomas Fitzgerald, general manager of the Baltimore and Ohio.

Then Brother Covell announced, to the delight of all of the Veterans and members of the Ladies' Auxiliary, that the next meeting of both associations will take place, through the courtesy and goodness of the Baltimore and Ohio officers, in Moose Hall. A cheer went up and the woods resounded with the echo. Following this, Brother Pennell was called upon to present to Brother Harrigan a fine ring. Brother Harrigan's speech of acceptance was short and sweet; he was much obliged and he'd wear the ring as a talisman for faithfulness and loyalty. Mr. Bowers then introduced one whom he called "Little Eva," who proved to be none other than Grand President Sturmer, who presented the speakers. The first of these was Mr. Shriver.

He extended a hearty greeting to all of the Veterans and their families and assured them that he was delighted to be present. He told what the Baltimore and Ohio is doing for its employes and inspired each one with the desire to do his part in contributing toward the success of the Railroad. At the end of his interesting talk, he modestly expressed the wish that nobody ask him to speak at the next picnic. However, from the murmurings among his listeners, it was evident that the Veterans have no intention of granting this wish. What he had given was a generous sample of what is in store for future picnickers.

Because Mr. Shriver said that his speech had not been prepared, his listeners were of the opinion that an address like this, given off-hand, could come only from one whose heart is in his work.

Next came Mr. Galloway, who emphasized the fact that the obligation of the managing of the Railroad depends upon all who work for it.

"It is a mistaken idea," said Mr. Galloway," that officers are different from other people. The only difference is in the amount of responsibility. We must all help. The end is only in view when we get the support of the people who run the machine. The job that confronts us now is plain railroading. We recognize that the disturbance caused by industrial contention has been disposed of and we must now get down to business. We must not lose our heads; you would not want the officers to lose their

Brandywine Picnic Personalities

Among those present at the Brandywine Springs picnic, left to right, top row: The Riverside Baseball Team: Captain Roberts, Manager Foster, Warn, Ward, Lewis, Lippincott, Hawkie, Higdon, Magers, Miller, Fekeys, Gosman, Linderman. President George A. Bowers, Baltimore Chapter; Chairman of Entertainment Committee, George W. Galloway; Grand President George W. Sturmer. Baltimore City Quartet: J. Welsh, first tenor; A. Kaufmann, second tenor; H. Putens, baritone; H. Wortman, Bass. Centre row: The dancing partner of Vice-President Shriver, left, and Vice-President Galloway, right, is Miss Carvilla Tolson, seven-months old granddaughter of C. H. Ebberts, machinist, Mount Clare. Bottom: The crew that brought us through: Conductors C. W. Wrede and R. W. Kenney; Brakemen W. D. Cullum and R. B. Smith; Engineers L. J. Webking and W. L. Jeffries; Firemen R. H. Meise and E. E. Coursey.

can play his part. He is a capable and experienced employe and he can help because he *has* had experience. Let's all get together and do plain railroading. At the present time the Baltimore and Ohio Railroad is moving the greatest amount of traffic in its history; we are on the peak of a tremendous business. We need, and we must have, the cooperation of every employe. The work of one is of just as much importance as that of another.

"The growth of the Veterans' associations is gratifying. I hope to see all of the divisions come into the Grand Division."

Mr. Galloway closed his remarks by saying that he liked to come to the Veterans' picnics and that he wanted to be invited again. His speech was followed by great applause and he was assured that when invitations came around, he would certainly not be slighted.

The next speaker, Mr. Ennes, gave in a short but interesting talk, an explanation of how the prompt moving of both freight and passenger cars would tend to lower the prices of foodstuffs, citing as an instance the exorbitant prices that have been recently charged for potatoes.

"Let's move the cars and cut down the prices!" said Mr. Ennes, and every housewife's ear was strained in order not to miss a word. And if we are to judge by the enthusiasm of his listeners, Mary will see to it that John gets busy and does his share to keep the cars moving and that the problem of H. C. L. will be solved before the winter sets in.

Mr. White and Mr Scheer followed with short addresses, in which they emphasized the importance of increasing the business of the Railroad through the cooperation of its employes, and expressed their delight at being present at the picnic.

During the intermission that followed each of the speeches, the band played appropriate selections. Much credit is due these boys of Mt. Clare for their accomplishment in this direction, which has been brought about only through continued practice and hard work.

Zachariah Lego, a 70 year old pensioner of 40 years' service as machinist at Mt. Clare, and who is now blind, was brought to the platform, where he told with great feeling of the kindness of his brother Veterans. He said, in part:

"The Veterans' Association does more good than outsiders ever know. It has done everything for me. 'Old Zach' has never wanted for anything and they are more effective workers than any charity organization. God bless the Veterans for their goodness."

The Ladies' Auxiliary was represented by Mrs. Hanson, who made a splendid appeal for membership. All day the ladies were recruiting, and by six o'clock they had rounded up a number of prospective members. Mrs. Hanson stated that there were then 108 members, but that they hope to

Mr. Bowers thanked the officers and announced that the next meetings of the Veterans' Association, Baltimore Division, and of the Ladies' Auxiliary would be held in Moose Hall, on September 13.

Then came the ice cream, and it was fine. Nobody minded the absence of spoons, but each one ate his in true picnic style. The baby in the picture with Mr. Galloway had just partaken of a generous allowance, which accounts for the smile on her face. A few minutes later, however, the young lady began to feel the ill effects of over-eating, and the other picture shows Mr. Shriver in the act of quieting this same little person. Just look at the picture and you will hear him say "Sh-h-h-h!"

Two baseball teams, made up of the boys from the Annex Building and those from Riverside, respectively, were waiting for a chance to "batter-up." They went into the fight like tigers—and came out with the same spirit. The score was 10 to 3, in favor of the Annex Building, but the losers were not in the least discouraged. Look at the photograph and see how they can smile in spite of defeat.

"Ah," says one of their opponents, "but that picture was taken before the game!"

You just keep quiet, Mister, you didn't have to tell that.

Two trains left Brandywine to carry home the picnickers. On arrival in Baltimore, those who did not go to the picnic were feeling sorry for those who went, because of the heavy rainstorm during the afternoon. But here is where the Veterans had the laugh on the others: all of the rain had fallen in Baltimore and it hadn't rained a drop at Brandywine.

President Richardson, Pittsburgh Chapter Veterans, on Address of President Willard at Somerset Outing

PITTSBURGH, PA., August 4, 1920.

EDITOR,
BALTIMORE AND OHIO MAGAZINE,
Mt. Royal Station, Baltimore, Md.

Dear Sir—The address delivered by our president, Daniel Willard, upon the occasion of the Veteran Association's Outing at Edgewood Park, Somerset, Pa., July 29, was so well received and has carried with it such a wonderful feeling of satisfaction that it would be a great advantage to all employes of the Railroad if each one could be furnished with a copy of it.*

We believe that he touched upon two very important matters affecting railroad men. His reference to the Transportation Act, passed by the last Congress and which is now in effect, offers something not only to the railroads but to their employes, that will be of incalculable benefit to both in the future.

There seems to be a misconception of some of the purposes of this Act, and Mr. Willard explained these features so clearly that all who heard him or who may read his remarks in reference to that Act will feel satisfied that a law of such character is a step in the right direction and will go a great way in removing any friction or dissatisfaction between the railroads and their employes, because it offers an easy and equitable adjustment of questions that may arise between them. I sometimes feel that the Law might go still further and be quite a benefit to the great body politic by embracing in its principles all industries.

I was especially pleased with what Mr. Willard said in reference to the duties of the older employes of our road as to the position that they should assume in giving advice and counsel, which they have obtained through long years of experience, to the younger element of our road. It is an unfortunate fact that the older employes remain to a large extent passive when matters of great importance to their interests are being discussed and acted upon. They leave their interests largely in the hands of the younger men, who sometimes carry matters too far. I hope that our older employes will think quite seriously of the remarks of Mr. Willard and be guided by them in their associations in railroad life.

All who had any connection with the arrangements or management of the Outing are more than gratified at the results, which went way beyond their expectations, and all feel sure that next year the greatness and grandeur of this Outing will not only be duplicated but will be surpassed.

We were all highly pleased with the attendance of the officials of our road. Their presence had a tendency to develop a feeling towards them that perhaps they little dream of, and we only ask that they will be with us again next year.

The Pittsburgh Chapter of the Veterans will meet the second Monday evening in October. Undoubtedly we will have a very interesting meeting and some entertainment features that will be pleasing, and a cordial invitation is extended to any veteran employe from any part of our road who might be in our vicinity to meet with us.

Yours truly,
C. A. RICHARDSON,
President, Pittsburgh Chapter of Veterans.

*The address was published in the August issue

Martinsburg Veterans Hold Annual Picnic

THE picnic of the Veterans of Martinsburg on August 25, was well worthy the traditions of this splendidly organized chapter of the Association. Attractive Rosemont Park (a tribute, by the way, to the local promoters who have built this nice amusement grounds for the townspeople), situated a mile or two west of the Railroad tracks in the picturesque limestone-encrusted hills, was the scene of the gathering. Many veterans from Martinsburg and places as far east as Brunswick and as far west as Terra Alta, were at the park when the automobile busses, which had been chartered to bring the Baltimore contingent from the station to the park, arrived.

After the usual handshaking all around and the welcoming of the officials of the Railroad and the visiting chapters, the guests were invited to a long picnic table, which fairly groaned under its weight of goodies.

Martinsburg's reputation for "good eats" is well known to all who have attended any of its Veterans' banquets or outings. The chickens raised in these hills seem to make an especially tender tidbit, especially after they have passed through the hands of some of the famous cooks boasted by the Martinsburg Ladies' Auxiliary. And the potato salad, and Smithfield ham and home baked pies and cakes, and preserved fruits and jellies and relishes were tempting enough to betray the most confirmed dyspeptic into a perfect carnival of eating. Stomach trouble does not seem to be a characteristic complaint of railroaders, however, at least insofar as can be observed at any of the Veterans' picnics.

In order to permit as many men as possible who work the first shift at Martinsburg shop to get up to the park for the more formal part of the outing, the Veterans were not called together after dinner until 4.00 o'clock. Then the President of the Martinsburg chapter, H. W. Fauver, welcomed the guests with a few appropriate words and introduced as the first speaker Mr. Stewart Walker, former counsel for the Baltimore and Ohio at Martinsburg and now District Attorney there for the United States.

Mr. Walker is a strong booster for Martinsburg, its railroaders and the Baltimore and Ohio. He characterized them all in superlatives and evoked loud applause when he called the Baltimore and Ohio the greatest railroad in the United States. As one of the owners of the park, he also expressed his great pleasure in being able to extend its hospitality to the visitors. His one regret was, he said, that he was not a member of the Veterans' Association, and George W. Sturmer, grand president of the Veterans, immediately relieved Mr. Walker's embarrassment in this respect when in his brief remarks a few minutes later he pinned a Veterans' badge on the lapel of his coat.

Mr. Sturmer said that during the period of ten years the membership of the veterans over the System had increased in numbers from 9 to 8,000. A period of 30 seconds of silence was then observed for the late President of the Martinsburg Veterans, Z. T. Brantner.

Mr. Sturmer then called on C. W. Galloway, vice-president of Operation and Maintenance, for the address of the afternoon.

After expressing his pleasure in reuning with so many old friends and being able to greet a number of new ones, Mr. Galloway delivered a comprehensive, interesting and helpful address on the Brotherhood of Man. He mentioned the lack of a social relationship in the early ages, when force made right and [illegible] He showed how education and enlightenment [illegible] better relationship between men idealized in the Golden Rule, and how strife and antagonism between classes have yielded, especially during the last 25 years, under the pressure of the new social instinct.

He described the rise of the modern business organization called the corporation, showed how naturally its growth had been in the environment which produced it, and championed the humanity of the corporation. For, he asked, "isn't the corporation made up of human beings, human beings who have, as a class, had the same birthrights and lived in the same environments as their employes?" The corporation, therefore, he pointed out, is but the sum of the characteristics of those who manage it, and can be as human, as fair, as helpful to all connected with it as can be the individual.

He mentioned the railroads as having been in the vanguard of those organizations which have been trying to create a better understanding between capital and labor. In this connection the Baltimore and Ohio was noted as the first railroad to provide an apprentice school for the instruction of its young men, to establish a Welfare Department, and the first among eastern roads to put Safety work on a solid foundation. The Relief Department, with its many features, potentially of the greatest benefit to the employes of the Road, was also described, as were the pensions which have since their inauguration on the Railroad consumed more than $4,200,000 of its funds.

"None of these agencies for a better understanding between management and labor," he continued, "can realize their greatest good until there is a proper response from those to whom they are offered; and the unfortunate part of it is the fact



Find your friends in this picture of a few of the officers and veteran employes who attended the Martinsburg Picnic



Scenes from the Martinsburg Picnic. For description see opposite page

that paid agitators are endeavoring to disrupt a status of comparative contentment and good feeling now existent between the various factors in the corporation, when such disruption can only lead to disaster."

Mr. Galloway then mentioned the Transportation Act under which the railroads are now working, which makes it mandatory for a nonpartisan board of nine men to adjust all wage differences between employer and employe on the Railroad. With such a fair plan for the social relationship on the Railroad, he pointed out that it was no more than fair also for the Railroad to look for hearty cooperation from its employes and for them to respond; that with the present car shortage and the comparatively poor condition of the Railroad machine after loading and car miles so that greater service to the public can be given.

The paper was concluded with a strong plea to the young men to adopt the habit of saving, as an incentive to greater comfort and prosperity, a good friend in time of disaster, and an evidence of good citizenship and stability.

At the conclusion of Mr. Galloway's address, Mr. Sturmer read letters from President Willard and Senior Vice-President Shriver, both expressing their regret at not being able to be present, and then introduced S. Ennes, general manager, Eastern Lines.

Mr. Ennes' address in part was as follows:

"I thank you, Veterans and members of the Ladies' Auxiliary of Martinsburg, and others on those of sadness. Can we contemplate these figures without realizing how important our work is, how vital a factor we and the tasks we accomplish are to the successful progress of our civilization?

"It is almost two years since we helped complete the biggest job we ever tackled, beating the Kaiser. Now another big job faces us in handling the enormous business which is awaiting transportation over our Railroad machine, badly depleted by the strain of the war.

"Last spring when I was in Pittsburgh, I discovered that potatoes were selling there for $6.70 a bushel. Telling this to Mrs. Ennes when I returned home, she reminded me of the fact that the beefsteak I was eating cost 65 cents a pound. I mention



Left to right—"Liberty Loan" Barling, a well-known veteran engineer from Baltimore; Michael Leehan and his daughter, Miss Flora, of Martinsburg; Terra Alta visitors, J. A. Smith, water station pumper, and Mrs. Smith; John W. Light of Paw Paw, 41 years' service, and A. J. Henry of Great Cacapon, 50 years' service, both in Maintenance Department; J. P. Deitrick, a veteran laborer from Brunswick

he strain of the war, it is incumbent upon ll connected with the Road to bend their nergies to help increase efficiency in car

Among Those Present at Martinsburg

On the opposite page you will find: —A few of the bunch from Baltimore. —J. G. Davis, machinist in Martinsburg hop, his family and some friends. 3—Marion Chambers, son of Engineer G. A. Chambers of Martinsburg. 4—The officers f the Martinsburg Chapter: left to right, . Auld, secretary; W. A. Burkhart, vice-resident; H. W. Fauver, president; J. H. ldridge, treasurer. 5—William Burke, son f Boilermaker Robert Burke. 6—The eeds, a family group from Cumberland. —The festive board and some of the altimore contingent. 8—Trainmaster rove, Assistant Superintendent Faherty, ngineer and President of the Martinsburg hapter Fauver, and Raymond Russler, one f the strongest boosters for the "Vets." —Members of the Women's Auxiliary of he Chapter, who made the day so pleasant r the guests by their typical and bountiful artinsburg hospitality.

for the real hospitality extended to me today. I have been made an honorary member of the Veterans' Association and I am glad of this as well as of the fact that I am connected with the Baltimore and Ohio Railroad.

"The name of the Baltimore and Ohio stands out with the names of the other great pioneers of history. I never think of our lines of steel, beginning to gird the mountains as they wend their way through Martinsburg, without recalling what an epoch the construction and building of this Railroad meant.

"Men love to build things. They like to make monuments in steel and stone which will stand forth as their accomplishments for all time, not alone in the industrial progress of the world, but also in its social progress. And no one will deny that the railroad is one of the greatest factors in the social life of our country.

"Five thousand cars rolled through your city yesterday on their way to deliver the products of mine and field and factory to those who need them. Eight thousand passengers traveled through this city on our Railroad, some on business bent, some a-holiday making, some on missions of happiness these illustrations to bring home to you the fact that one of the biggest jobs for us railroaders is to help break the artificial high prices by so running our business as to facilitate the movement of the ample supplies of food which are produced each year in this country but which, because of lack of transportation, do not reach the consumers' market in sufficient quantities to make the supply equal the demand.

"Don't misunderstand me—the cost of transportation itself is but a small factor in the present high prices. But it is generally thought that the scarcity of cars has a great deal to do with these high prices, because fruit and meat and vegetables, the coal and iron and other products of our vast national resources, cannot be marketed in sufficient quantities and at the proper time.

"Today's Baltimore *Sun* gave figures to prove the very small part which transportation plays in the cost of food products and wearing apparel. It is a fact that we perform our service for a low rate. But we can contribute very largely to the lowering of the present high prices if we will put on a little extra steam, increasing our carloads and increasing our average car miles per day—if we will pull together."

Mr. Sturmer then introduced W. W. Wood, chief of the Welfare Department, who adopted the theme of Mr. Galloway's paper, the Brotherhood of Man, and lent his splendid ability as a public speaker to a further exposition of the helpful thoughts therein expressed.

The other speakers of the day were J. M. Garvey, grand vice-president of the Veterans, and George A. Bowers, president of the Baltimore Chapter.

Organization of Veterans' Association, Ohio Division

By A. E. Erich
MAGAZINE Correspondent

ON June 25 The Baltimore and Ohio Veterans' Association was organized on the Ohio Division, and the following officers were elected: W. R. Moore, president; G. W. Plumley, vice-president; F. E. Eichenlaub, recording secretary; A. G. Morgan, financial secretary; H. Figelstahler, treasurer; C. A. Dulmeyer, sergeant-at-arms. A Board of Directors was appointed as follows: D. R. Sheets, E. Hyson, William Ottman, C. E. Thompson, C. W. Gickler, A. Boltz, J. Botkins, J. Howard, J. P. Fenton, J. M. Ortman. D. R. Sheets was elected delegate to convention to be held at Baltimore with J. P. Fenton as alternate. Charter has been held open in the hope that we may have every Veteran a member of our Association.

Indiana Division Organizes Chapter

By H. S. Adams
MAGAZINE Correspondent

J. M. GARVEY, Sr., grand vice-president, Baltimore and Ohio Veterans' Association, was with us for a week during August in the interest of the Association. A chapter has been organized at Seymour, the following officers being duly elected: P. T. Horan, general foreman, president; Christopher Rau, fireman (retired), vice-president; E. Massman, agent, secretary; J. B. Purkhiser, trainmaster, treasurer.

The members of the executive committee are: J. E. Sands, agent, Louisville, Ky.; F. S. Gilbert, conductor, Mitchell, Ind.; D. Cassin, Supervisor, North Vernon, Ind.; W. H. Howe, master carpenter, Seymour, Ind.; S. A. Rogers, road foreman of engines, Seymour; William Cameron, foreman (retired), Seymour; Andrew McGinty, foreman (retired), Seymour; J. E. Banta, conductor, Seymour; Charles Richardson, foreman, Seymour; Carson Tullis, engineer, Seymour.

R. C. Emery, engineer (retired), is delegate and Patrick Sheron, engineer (retired), is alternate.

As it had not been possible to reach all employes on division eligible for membership prior to the meeting, it was decided to hold charter open 30 days, at which time we should have 150 or 200 charter members.

Cincinnati Terminals Organize a Veterans' Association

By Joseph Beel
MAGAZINE Correspondent

A MEETING was called by C. E. Fish, terminal agent, in the Welfare Room, Smith Street Station, Wednesday evening, July 7, for the purpose of organizing a chapter of the Baltimore and Ohio Veterans' Association. About 75 were present, men who have served more than 20 years in the local offices and depots. Of the number present, two will be entitled to a gold button, one, now a pensioner, having 65 years to his credit, the other 55 years and still working every day in the old C. H. & D. local office. All were pleased with the plans and are looking forward to many pleasant meetings where they can get together and talk over days that have become history. Another meeting will be called shortly by J. H. Meyers, superintendent, to perfect a permanent organization and elect officers.

An Old-Timer

By P. Henry Starklauf
MAGAZINE Correspondent

HERE is Andrew J. Kauderer (an old-fashioned railroader of the old school), who rounded out 50 years of service in the employ of the Baltimore and Ohio Railroad on September 1. Born December 27, 1850, Mr. Kauderer entered the service of the Company, September 1, 1870, at the old shops at Howard and Lee Streets under Master Mechanic Houssell, as engine examiner. He has held various positions of a mechanical nature with the Railroad at Baileys, Riverside, old and new shops. Mr. Kauderer's father before him was an employe of the Company. Mr. Kauderer resides with his son, Henry C. Kauderer, a claim checker in the office of the Auditor of Merchandise Receipts, at 50 Rosekemp Avenue, Hamilton. Mr. Kauderer is a member of the Baltimore and Ohio Veterans' Association, the K. of P. and the Jr. O. U. A. M. We wish him many years of usefulness. This Road must be some place to work for after all—three generations, and all seem to be happy.



Andrew J. Kauderer

"Billy" Nyland Tells Best Picnic Story

"BILLY" NYLAND, a Pittsburger and enthusiastic Baltimore and Ohio veteran, was among the several thousand who took in the picnic at Somerset on July 29. "Billy" saw everything worth seeing, says he had more fun than anybody else, and came back home with the best story of the day.

"Billy" was taking in the town when he bobbed into a place where a Somerset County Dutchman was telling about being down at the station to see the specials come in. The old man didn't know what was going on and had this to say:

"Mine gracious! I vas schust down by der railroad stashun und pretty guick here comes a drain mit more un a dousant peoples, mens, vimins und kits.

"Everybody's got dags died on to der coats vitch says 'VET,' in big letters. Der engine she's got all kinds of decorations on und on der front ist a big sign vot says 'VET.'

"On der veels, in der vindows and everyvare it says 'VET.' Not von blace on der drain or on der peoples I see 'DRY.' Vot kind of a business ist it, anyvay?"

P. J. Fahey Dies

THE recent death of P. J. Fahey concluded 44 years of his active service with the Baltimore and Ohio Railroad.

Mr. Fahey was born in Ireland on December 28, 1855, his parents being Peter and Mary Fahey, of County Galway. He came with them to America when he was eleven years old, settled in Grafton, W. Va., and became one of the most useful citizens of that town. He was one of the oldest conductors in service on the Parkersburg Branch and was well liked because of his genial disposition.

The funeral was held from his late residence, 329 Beech Street, requiem mass being sung at St. Augustine's Roman Catholic Church, of which he was a member. Interment was made in St. Xavier's and Mt. Calvary Cemetery.



A part of the big shipment of fire apparatus loaded in one day at Columbus

Record Loading of Fire Apparatus at Columbus

ON SATURDAY, July 3, the Seagrave Company of Columbus, Ohio, manufacturers of high grade fire apparatus, loaded at the Baltimore and Ohio Railroad automobile docks, the largest shipment of fire apparatus that was ever loaded by that firm in one day.

The shipment consisted of one water tower, one aerial hook and ladder truck, two pumping engines and one demonstrating machine. These were consigned to three borders of the United States and are valued at $85,000.00.

It required two forty-foot, full end door cars, one forty-foot flat and two thirty-six foot low-side gondolas to handle and was loaded, blocked and housed in less than eight hours.

The accompanying photo shows only part of this shipment and in the group in front of the mammoth hook and ladder, from left to right, are E. D. Baldwin, local freight agent; E. A. Ferguson, district freight agent at Columbus; R. R. Birkheimer, traffic manager of the Seagrave Company; J. V. Price, chief clerk to Mr. Baldwin, and James Avery, car foreman. The Baltimore and Ohio Freight Station is in the background.

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The Death of H. W. Brant

HARRY W. BRANT was born at Carthage, Ohio, April 4, 1882, and learned telegraphy at that point, commencing work as an operator, September 5, 1902, for the Big Four Railroad. On May 6, 1904, he went with the Baltimore and Ohio Southwestern on the Indiana Division, working on that division until February 2, 1905, when he resigned to go with the Cincinnati, Hamilton and Dayton, now our Toledo Division.

Mr. Brant served in various capacities, as operator, clerk, dispatcher, assistant chief dispatcher and division operator, and on October 16, 1917, was promoted to trainmaster of the division. He worked in that capacity until November 1, 1919, at which time he was granted a leave of absence because of ill health. He located in Redlands, Cal., but the change of climate did not seem to have any good effects, and he continually grew worse until June 1, 1920, when he succumbed.

Mr. Brant's death is attributed to complications that he contracted during his illness from influenza, when he was confined to his home for several weeks. During his illness his wife, who nursed him, contracted the same disease, and died within a short time.

Mr. Brant was very ambitious and devoted to his work, and in his death the Company lost a valuable man. His friends, of whom he had many, always felt that there were bigger things in store for him on the Baltimore and Ohio.

(When the writer became Editor of the MAGAZINE in 1913, one of the most helpful and generous correspondents with whom he came in touch was the subject of this obituary. As correspondent of the Toledo Division, Mr. Brant, despite the responsibilities of his position as operator and the fact that his health was even then none too good, gave of his strength and interest to make the MAGAZINE interesting, especially to the employes on his division. Besides his regular contributions to our family circle chat in the "Among Ourselves" department, he wrote of his own volition some illuminating articles in regard to our facilities on the Toledo Division. The writer will, therefore, be pardoned, by those who knew Mr. Brant so well, for adding this brief paragraph, expressing his own sense of loss and regret at the passing of so agreeable and helpful a railroad friend.—Ed.)

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"If"

If you think you're beaten, you are!
If you think you dare not, you don't!
If you'd like to win, but think you can't
It's almost certain you won't!

Think great, and your deeds will grow,
Think little, you'll drop behind.
Success begins with a can and a will,
Fix this deep and firm in your mind.

Go forward! Your victory's certain,
Falter not, watch your step and take heed!
For constant and valiant endeavor, you'll find,
Will bring you success indeed.

This Letter Rings True

THE NEW YORK TIMES
"ALL THE NEWS THAT'S FIT TO PRINT"

WASHINGTON BUREAU
RIGGS BUILDING
WASHINGTON, D. C.

TIMES SQUARE, NEW YORK

June 4, 1920.

Editor, Baltimore and Ohio Magazine,
Baltimore, Md.

Dear Sir:

I wish to express my appreciation of courtesy shown to me by Waite No. 2, on board the dining car on the train leaving Parkersburg, W. Va. May 30, at 7.40 p. m., for Washington and the East. I got on the train suffering from a severe summer cold, and wishing only to be thrown into an ash-can and left there. The waiter's* politeness actually made my dinner taste almost palatable.

It is always a pleasure for me to travel on the Baltimore and Ohio, for I feel, somehow, that its employes are human beings, with homes, families and emotions, instead of cold-blooded automatons. I am,

Very truly yours,

(Signed) LEWIS WOOD,
Washington Bureau, New York Times

*Editor's Note—The waiter was Clarence Lewis.



SCENES AT THE CHAMPIONSHIP BALL GAME

1—Senior Vice-President Shriver leading three cheers for the game losers after the contest. 2—Approaching the grandstand, Miss M. Frances Milholland, daughter of F. X. Milholland, chief clerk to senior vice-president, on right, with two of her friends. 3—Vice-President Galloway tossing the ball into the field, to start the game, W. W. Wood, superintendent of welfare, and G. W. Sturmer, Grand President of the Veterans, with him. 4—R. W. Brown, superintendent, Ohio Division, and Mrs. Brown. 5—C. A. Plumly, superintendent of telegraph, Charles Selden, general inspector of transportation, and F. G. Adams, circuit manager, Telegraph Department. 6—The Ohio Division Team, Champions of Wes ern Lines, Superintendent Brown in back row, Captain Carson on his left



Baltimore Division Wins System Baseball Championship from Ohio Division, 3–0

THE sunshine came just one day too late to make the System Baseball Championship Game, between the Baltimore Division and the Ohio Division, the big show that was intended. The Welfare Department had planned well for the big event to be held on Labor Day, securing through the courtesy of the Johns Hopkins University, the use of their fine athletic field, Homewood, on the new grounds of the university. But rain spoiled the proposed celebration and the crowd which gathered for the game at 3.00 p. m. on the day following, September 7, was necessarily pretty small.

The Ohio Division boys brought Superintendent and Mrs. Brown and a number of other seasoned rooters with them, however, and these, with the home city contingent, made a surprising lot of noise in the bleachers.

After the usual batting practice, W. W. Wood, superintendent of Welfare Department, called the players together and said:

"I congratulate you men of the Ohio Division and Baltimore Division teams on having won respectively the championship of the Western and Eastern Lines. I congratulate you more sincerely, however, on the reputation that both teams have made for clean playing and good sportsmanship. It proves the truth of Shakespeare's, 'Corruption wins not more than Honesty.'

"Centuries ago the Greeks held their famous Olympic games. The difference between them and us however is, that they used to compete as individuals while we compete as teams. And the teamwork, without which no game can be won, is exemplified in every phase of our business life. It used to be that a man could win his victories alone; now he does it with the help of his brothers.

"I regret very much that President Willard is unable to be with us today for the reasons indicated in this telegram:

'W. W. Wood:

REGRET VERY MUCH ACCOUNT ABSENCE ON LINE IT WILL BE IMPOSSIBLE FOR ME TO BE AT GAME. I DO DESIRE, HOWEVER, TO INDICATE MY INTEREST AND IN MY ABSENCE WOULD BE GLAD IF YOU WOULD ACT IN MY PLACE AND PRESENT CUP TO WINNING TEAM. ONLY CONDITIONS ATTACHED TO GIFT ARE THAT THE TEAM SHALL ALWAYS PLAY FAIR AND BE GOOD SPORTS. I HOPE THE BEST TEAM WILL WIN.

D. WILLARD.'"

Mr. Wood then introduced C. W. Galloway, vice-president in charge of Operation and Maintenance, who received a round of applause as he stepped out to address the players:

"Men of the Ohio and Baltimore Divisions teams, I congratulate you on your successful season. You are to contest for two cups, the one presented by our former vice-president, Mr. A. W. Thompson, and which becomes the possession of the team first winning it three times. The other, the President's cup, the gift of Mr. Willard, goes to the team winning the game today, as their permanent possession.

"I am sure that all you men will be guided by the finest standards of sportsmanship as you contest for these cups, and that the fine business ideals of teamwork and fair play which guide the management of the Baltimore and Ohio in the great activities and service of the Railroad, will stand forth during the game.

"Fair competition in work and play underlies our work on the Railroad. We believe in working hard and playing hard. We believe in the fun and the benefit derived from the series of baseball games now being concluded in this contest. The Baltimore and Ohio has supported the System baseball contest liberally and hopes thereby to help increase the spirit of fair play and good sportsmanship existing among its employes.

"Go out and play, all of you, with the spirit to win."

The Chillicothe boys from the Ohio Division went to bat first.

FIRST INNING—Ohio Division: Cashatt flied out to Peddicord; Tarzee was out on a sharp bounder, Berrett to Schlimm; Zank, captain of the Baltimore Division team, threw out Skyles at first. Baltimore Division: Koogle popped out to Delburger; Berrett singled to right field and Zank bunted safely, Berrett going to second; Peddicord's scratch hit put him safe on first on H. Fox's error, Berrett scoring and Zank going to third; while Schlimm was striking out Peddicord stole second, but died there when Benjamin was out, Carson to H. Fox. Ohio Division 0—Baltimore Division 1.

SECOND INNING—Ohio Division: Rutherford struck out; Nichols walked Carson, captain of the Chillicothe team; Delburger forced Carson at second but was safe on a close decision at first; Zank handled H. Fox's smash prettily, throwing him out at first. Baltimore Division: Miles singled to left field and was sacrificed to second by Keyser, who was out on his bunt. Nichols struck out and Koogle was out, Moon to H. Fox. No runs.

THIRD INNING—Ohio Division: D. Fox out, Nichols to Schlimm; Moon out, Zank to Schlimm; Cashatt was safe on Koogle's fumble; Tarzee singled to right field but Peddicord caught Cashatt by a beautiful throw to Berrett at third, retiring the side. Baltimore Division: Berrett was out on Delburger's pretty recovery of H. Fox's fumble, Fox getting back to first in time to take the catch; Zank was safe on Carson's fumble; Peddicord [illegible], Zank going to second; Benjamin [illegible] to center field, scoring Zank, Peddicord going to third and Benjamin to second; Moon retired the Baltimore boys by throwing Miles out to H. Fox at first. Ohio Division 0—Baltimore Division 1.

FOURTH INNING—Ohio Division: Skyles flied out to Koogle; Rutherford was safe on infield hit but was forced at second by Carson, who was safe on a close decision at first; Delburger was safe on Schlimm's error, Carson beating it around to third; H. Fox was out, Nichols to Schlimm. Baltimore Division: Keyser was out on an infielded fly to Cashatt; Nichols got a two-bagger to center field; Koogle flied out to Skyles; Berrett singled sharply to right field, advancing Nichols to third; Zank flied out to D. Fox. No runs.

FIFTH INNING—Ohio Division: D. Fox flied out to Benjamin; Moon was out on a foul fly to Berrett; Cashatt was out, Koogle to Schlimm. Baltimore Division: Peddicord got first on a fly which Skyles tried hard to field and just missed; Schlimm flied out to Delburger; Peddicord stole second; Benjamin flied out to D. Fox, and Miles struck out, retiring side. No runs.

SIXTH INNING—Ohio Division: Tarzee flied out to Benjamin; Skyles was out on foul fly to Keyser; Rutherford flied out to Koogle. Baltimore Division: Keyser hit to Carson and was safe on his poor throw to H. Fox; Moon then struck out Nichols, Koogle and Berrett. No runs.

SEVENTH INNING—Ohio Division: Carson flied out to Benjamin; Delburger was safe on pop fly to infield; Bresnahan went to bat for H. Fox and forced Delburger at second, but was safe on first; he was caught napping here and thrown out by Nichols, retiring side. Baltimore Division: Zank flied out to Skyles; Peddicord got first on a hard infield smash; Schlimm got his base on balls, Peddicord advancing to second; Benjamin flied out to Rutherford; Miles singled to center field, bringing home Peddicord and putting Schlimm on second; Keyser was out, Carson to Bresnahan. Ohio Division 0—Baltimore Division 1.

EIGHTH INNING—Ohio Division: D. Fox flied out to Benjamin, who made a pretty catch, and repeated on Moon's high ball; Zank accepted a hard line drive off Cashatt and fielded it prettily, retiring side. Balti-

(*Continued on page 62*)



"Turk," the lineman, after a highball in a dry town

Women's Department

Edited by MARGARET TALBOTT STEVENS

September

Beyond the gates of Summertime, through lanes of thistledown,
There lies a quaint old village by the name of Autumn Town.
Its streets are paved with goldenrod, its houses built of reeds,
And west winds shake the milkweed pods and blow the ripened seeds.

The breezes whisper soft and low and croon a lullaby
To hush to sleep the baby clouds who play about the sky.
The marsh is filled with rushes tall and dew lies on the grass;
A school-bell from a distant hill is calling lad and lass.

The folks who live in Autumn Town are friends both staunch and true—
A host of bright-winged dragonflies, in yellow, red and blue.
The old green bull-frog in the stream that runs beside my gate,
A swallow darting here and there to catch his sombre mate.

Had I the gold of Croesus or a mine of wealth untold,
I'd buy a house in Autumn Town, just large enough to hold
My friends and me; my lawn would be a field of stubble brown,
And we'd all live there together in that quaint old Autumn Town.

Why They Want To Vote

MUCH discussion has taken place among the girls of the offices concerning the possibilities for woman suffrage, which seems to be facing us for the coming election. When, on August 19, we learned that Tennessee's vote would probably enfranchise the women of America, arguments were started at the noon hour which threatened to break up the political peacefulness that pervades the atmosphere around the Baltimore and Ohio Building. Explosions of political opinion were forthcoming and arguments were in order. It was started by a man in the lunch room.

"If the women vote," he announced, "I'll quit voting."

"The idea!" scoffed Virginia, a file clerk. "He doesn't know good company when he gets into it."

"Well," put in Emma, a secretary, "I am going to vote; it will mean only one more if I do, but *one* is *one*, and my one will count as much as anybody's."

"Yes," said Ella, a statistical clerk, "and women know as much about government as men do."

"More," assented Emma. "Why men only know politics, we understand government, and it's government that the country wants, not politics."

"How about you?" we asked two girls from the Car Service Department and two from the Freight Claim Department.

"Sure thing!" answered Lillie, "I'll be right there with bells on."

"Not I," answered Mary and May together. "We're too busy for that foolishness." The Freight Claim girls opened their eyes. "Vote? Are we going to do it? We haven't seen the morning's paper yet."

The girls in the Vice-President's office were bubbling over with enthusiasm.

"Sure, I'm going to vote," said Edna, "and I'll be the first one at the registration office."

"Hurrah!" exclaimed Gladys, "I'll vote for the best-looking candidate, too!"

"You're right," put in Georgia, "I'll vote because I can get the time off to do it. Do you suppose it would take more than half a day?"

Sarah, a stenographer at Camden Station, nodded her head.

"I'm not crazy about it, but I'll vote if the rest do; I'll be ready when the wagon comes."

"You bet!" said Mary, of the Relief Department.

Then came this greeting from one of our popular Transportation Department officers, whom we know as Mr. J. D.:

"Allow me to congratulate you on your victory! I've been hoping and praying, and voting for you, and I'm *mighty* glad you've got it. By the way, I hope you're going to vote the good old —— ticket."

Electioneering already! What do you think of that?

Weddings in the Early Days

FROM "The Ancient City," by Elihu S. Riley, we find some interesting accounts of marriages during the "seventies."

"It is but justice to confess," writes Mr. Eddis, who was then the English Surveyor of Customs at Annapolis, "that the American ladies possess a natural ease and elegance in the whole of their deportment; and that while they assiduously cultivate external accomplishment, they are still anxiously attentive to the important embellishments of the mind. There are, throughout the colonies, many lovely women who have never passed the bounds of their respective provinces, and yet, I am persuaded, might appear to great advantage in the most brilliant circles of gaiety and fashion.

"In this country the marriage ceremony is universally performed in the dwelling houses of the parties. The company, who are invited, assemble early in the evening, and after partaking of tea and other refreshments, the indissoluble contract is completed. The bride and bridegroom then receive the accustomed congratulations; cards and dancing immediately succeed; an elegant supper, a cheerful glass, and a convivial song close the entertainment."

Following are some of the wedding announcements as they appeared in the old *Maryland Gazette*.

"On Friday, May 29 (1747), Dr. Alexander Hamilton, of Annapolis, was married to Miss Margaret Dulany (daughter to the Hon. Daniel Dulany, Esq.), 'a well accomplished and agreeable young lady, with a handsome fortune.'"

"On Tuesday, July 28th, last, Mr. Nicholas Maccubbin, of Annapolis, merchant, was married to Miss Mary Carroll, only daughter of Dr. Charles Carroll, a young gentlewoman, blessed with every good qualification, having a handsome fortune."

"On Saturday last (January 1st, 1757), William Murdock, Esq., of Prince George's County, was married to Mrs. Hamilton, of this city, a most agreeable lady, of excellent accomplishments, and a happy temper."

September Letter

Dear Women Readers:

We women are always being accused of liking to make use of a little phrase, which even we ourselves sometimes dislike to hear—"I told you so." It is a phrase which I try not to use, and yet, just at the time I don't want to use it, it's when I feel most like using it. Now is one of those times.

A few months ago I told you that we were going to get some fun out of these pages, also that I'd wager that the menfolks would be reading our columns. Yesterday I saw Walter Kent, of the Car Service Department. "I read your Women's De-

partment in the July issue of the Magazine," he said, "and I noticed that you had a picture of our Miss Baer, who told you how she makes her own clothes. Now, I just want you to know that I press my own trousers; I cheat the tailor and I put a crease in them that lasts three months. If you'll let me get my picture taken for the Women's Department columns, I'll be delighted to press my trousers for the occasion."

At the Veterans' Picnic at Brandywine Springs, I got a picture of the Riverside Baseball Team. One of the members said to me, "If you're going to put that photograph in the Magazine, please put it in the Women's Department. Let the girls know that the best looking ones in the bunch are still single and that we know how to show a girl a good time. If any of them like our looks, why just give them our names and addresses."

On a train to Annapolis a gentleman said: "I got hold of a copy of the Baltimore and Ohio Magazine not long ago, and when I had finished reading the recipes, I was so hungry that I worried Annie, my wife, to death until she made some of those walnut cookies. I cracked the walnuts myself, and the cakes were fine."

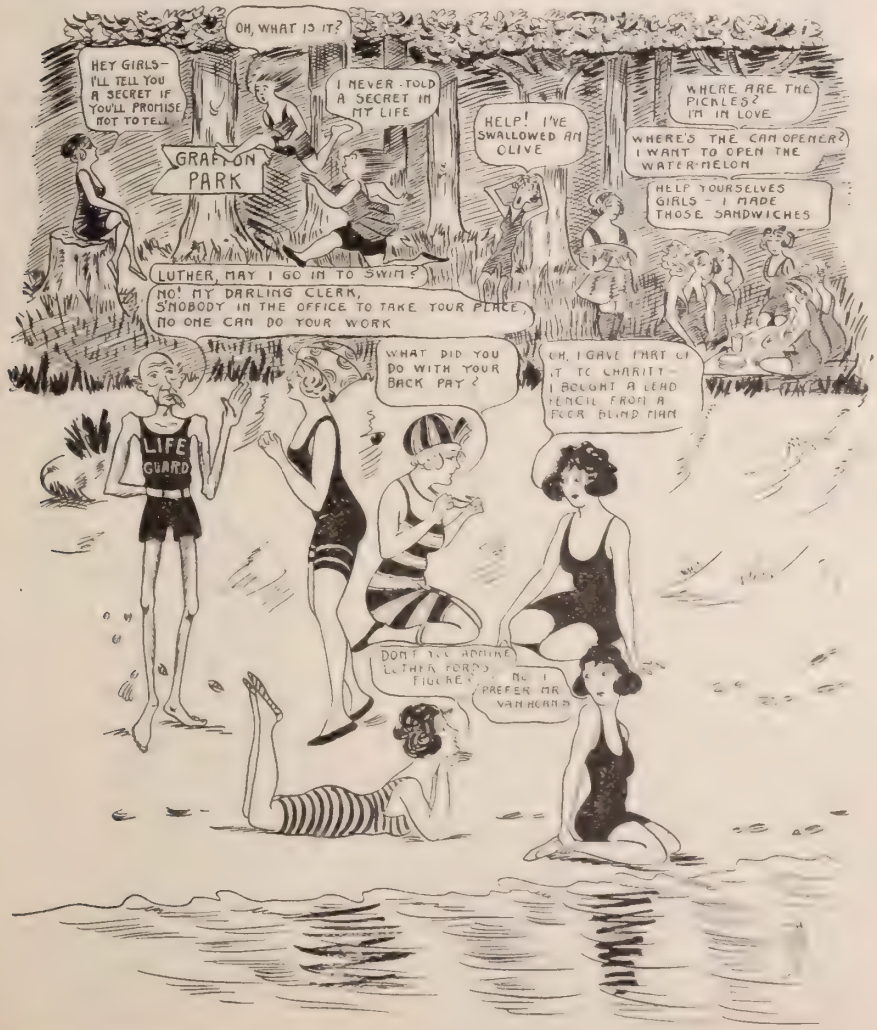
One of our readers tells us that he read the whole Magazine, ". . . . even the article in reference to the styles of women's headgear, which is a difficult question." Evidently our good brother has had some experience.

And now comes an offer from the head of one of our departments to give us some of the recipes that he had great luck with while his wife was away on her vacation. One of these is a recipe for baked beans and another is for hash. We certainly appreciate his interest, but who will volunteer to eat them after they are cooked?

Yes, we are glad to know that the men are interested in our columns and we are delighted to hear their comments, but—we are particularly delighted when we hear from our girls. Remember that all of your contributions are welcome. How would you like to read an article written by the girl who works beside you each day, or a letter from the woman next door? Well, just watch these columns and you'll see it, and it will be interesting, too. And while you are waiting for her contribution, let us have yours. She wants to see that, too. Yours very truly,

Margaret Talbott Stevens

Associate Editor.



Monongah Swimming Club enjoys last swim (?) of season on the beach. Under the surveillance of the heroic life guard, Luther Ford, not a bathing suit got wet during the entire season

Early Autumn Recipes

THIS is the season when we have almost everything eatable in our markets. September brings such quantities of vegetables that when the huckster stops at our doors we hardly know what to choose from his large assortment. Happy are they who have gardens of their own from which to pick, choose and refuse. Even the little window garden can be made to produce garnishings and seasonings such as parsley, peppers, onions, etc., which go a long way toward serving attractive dishes. Following are some delicious recipes which have been contributed by some of our good cooks:

Delicious Creamed Chicken

1 cup cold chicken.
1 small sweet green pepper, cooked until tender.
1 cup rich milk.
3 hard boiled eggs.
1 tablespoon of flour.
1 heaping tablespoon of butter.

Remove yolks from eggs. Mix together whites of the eggs with the chicken. Add to this chopped green pepper. Put in pan with hot melted butter, mix thoroughly and heat, but do not brown. Sprinkle through this the flour and add the milk, to which has been added the egg yolks, thoroughly mashed or put through a ricer. Let boil until smooth and thick. This is very nice when made in a chafing dish and served on thin slices of toast.

Stuffed Potatoes

Bake six potatoes. When done, cut a lengthwise slice, scoop out the potato with a spoon, mash, add 1 tablespoon butter, salt, pepper, ½ cup milk and 2 eggs, the whites beaten stiff. Refill skins with this mixture, pile lightly, do not smooth, and bake until potatoes are puffed and brown.

The following recipe was contributed by Mrs. Clara Weis, Matron, Baltimore and Ohio Building.

Corn Salad

18 ears of green corn (to be cooked separate from other ingredients).
9 large onions.
1 head of cabbage.
1 large green pepper.
1 large red pepper.
2 quarts vinegar.
2 cups sugar.
¼ cup salt (scant).

Mix together one cup water, one cup flour, two tablespoons mustard, and one teaspoon tumeric. Beat until all lumps have disappeared and add rest of ingredients. Let boil half an hour. Seal in jars while hot.

Commanding Variety Gives One-Piece Frock First Place in World of Dress

By Maude Hall

THERE is a fine but sound distinction between being well-dressed and dressing well and no one knows better how to determine it than the woman who gives discriminating attention to her clothes. It is easier to be well-dressed on a limited income, with good taste and clever management, than it is to dress well, with plenty of money to spend, if one selects clothes for their value instead of their effectiveness.

Women selecting frocks that will carry over from season to season are giving preference to one-piece models or models in one-piece effect, even though skirt and blouse be made separately. It is its commanding variety that gives first place in the world of dress to the one-piece model.



There are almost as many designs as there are makers, and each design offers some novelty of construction or of trimming that makes it individual.

One of the newest effects features the new long-waisted blouse with straight belt cut in one with the front of the waist. It fastens at the back and the belt effect is emphasized at the sides only, where there is usually a decoration of braid or embroidery.

A taupe serge made in this way has the skirt gathered to the blouse and trimmed about the lower edge with fruit designs which may be either appliqued or embroidered.

Braiding makes a charming garniture for the one-piece dress, especially when two materials are combined in developing the model. Take, for instance, a black satin skirt and white silk crepe de chine blouse. The braiding is used in deep girdle effect on the blouse and stitched upon a background of white crepe de chine, also forms an effective trimming for the lower edge of the skirt. In high contrast with the design on the waist and skirt is the single line of braiding on the short sleeves and round collar.

Several smart new ideas are expressed in lace, which is used to adorn panels, finish tunics, peplums, etc., form sections of sleeves, or for vests and collars, to say nothing of the hundred and one ways of stitching it in plain bands upon skirts and draperies. A formal frock for afternoon or dinner wear is carried out in gray satin, the skirt being trimmed at the lower edge and about the hips with bands of wide and narrow lace. Streamers of ribbon, caught about the hips, above the lace, fall to the lower edge of the skirt where they are caught under the hem. The blouse is a kimono model, with a lace band around the back and front. Ribbon binds off the square neck and supplies a daintily decorative touch for the short sleeves.

Lace figures again in a frock of soft white batiste trimmed with a panel arranged in apron effect. The lace finishes the lower edge of the panel at the front and forms the collar, vest and upper part of the flare sleeves. At the waist the fulness is held in with a narrow ribbon belt, the panel, above the belt, extending in tabs around to the sides, where they are secured with ribbon ornaments. At the sides of the skirt there are separate panels, looped at the hips, but so arranged that they may be omitted, if preferred.

Milady revels in silks and satins, giving much attention to the foulards, which are delightful, fashioned into one-piece frocks. A black and white affair has the waist made with open front which is filled in with white satin and a vest of good lace. There are revers of satin turning back from the lace, while collar and tiny turnback cuffs correspond with the vest. The hat is of white satin with crown formed of small daisies and pink geraniums.

White foulards with polka dots in various colors and of conservative size, boast an allure which is piquant rather than picturesque, although they are affected by many women with a predeliction for picturesque clothes. A model in blue and white with round neck and less than elbow sleeves has the gathered skirt trimmed at the sides with bands of self-material stitched on in panel effect. The belt is of dark blue moire and the waist is trimmed with a panel front in white organdy hemstitched in blue, the cuffs matching this bit of decoration in material and adornment.

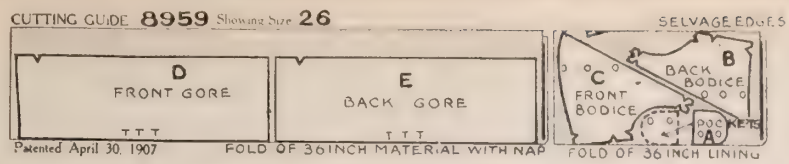


One of the old-world designers faces the tunic of a blue and white gingham frock with a band of self-material, then stitches above this band a deep fold of plain blue organdy. To be more exact, the tunic is the lower part of a long blouse which is held in at the waist with a narrow leather belt. Collar, cuffs and pockets are of the blue organdy and a bit of black velvet ribbon is tied under the collar at the front. The skirt is finished with a deep hem and is both full and short.

Because it is youthful and generally becoming, the one-piece frock may be counted upon to appear among the first offerings for early Fall. Of course, it will come first in serge—the dark blue and browns, with a decided sprinkling of dark green and gray. Designs with cape attachments at the back are making their appearance, and there is some talk of the return of the redingote. Another few weeks, however, will bring more definite news of Autumn styles, while there will come in reality the first hats in felt and velvet.

No. 8756—Girls' and Juniors' One-piece Dress (25 cents). Five sizes, 6 to 14 years. Size 8 requires 2¾ yards 36-inch material. Closed at back. Front of dress is tucked and attached to the band. Long one-piece sleeves perforated for shorter length.





No. 12564—Blue or yellow transfer, 30 cents.

No. 8742. Child's Rompers (20 cents). Sizes 1, 2, and 4 years. Size 4 requires $1\frac{1}{8}$ yard 36-inch material. Closed at back. The front and back gathered to yoke which is cut in one with sleeves. The round collar and patch pockets may be omitted.

Home Dressmaker's Corner

Gathered Skirt with Surplice Bodice Designed to Wear with Smart Overblouses

NOTHING is so smart as the overblouse, when it comes to separate waist arrangements, yet the regulation skirt has been found not to go so well with it as the newest skirt with bodice attachment. Smoother fit and better lines for the blouse are assured by the use of the bodice skirt and many women are adopting it as a necessary part of the season's wardrobe. Taffeta, satin, serge, pongee, crepe de chine or the sports silks may be used for the model pictured, lining being employed for the bodice. Medium size requires $2\frac{3}{8}$ yards 36-inch material for the skirt and 1 yard 36-inch lining for the bodice.

As the front and back gores of the skirt are seamless, the sections of the pattern marked "D" and "E" are laid on the material so that the triple "TTT" perforations rest along the lengthwise fold. The lining is then folded in half and the front and back sections placed into position as shown in the cutting guide, the large "O" perforations resting along the lengthwise thread.

To make the bodice, close the underarm and shoulder seams as notched. Lap the right front of bodice on left with center-fronts even, baste lower lapped edges together and baste along small "o" perforations near waistline. Stitch a casing one-inch wide when finished underneath the bodice, with upper edge of casing along the crossline of small "o" perforations. Terminate the casing at center-back. After the skirt has been adjusted, insert elastic through the casing to regulate the fulness. Lap right back of bodice on left with center-backs even and finish for closing.

Next, take the skirt and slash through the fold at center-back of back gore, from upper edge to the lower large "O" perforation and finish for closing. Join the gores as notched. Gather skirt at upper edge and adjust skirt, stitching upper edge along crossline of small "o" perforations in bodice with center-fronts even, matching the double small "oo" perforations near back of skirt and bodice. Bring side seam in skirt to underarm seam and bring back edge to center-back. Leave skirt free on left side, from double small "oo" perforation to back edge, draw gathers in to the required size and finish for closing. Arrange pockets into position and trim in any desired way.

If the skirt is to be worn with very sheer material, it would be a good idea to have the bodice of taffeta or tub satin.



Pictorial Review Bodice Skirt No. 8559. Sizes, 24 to 36 inches waist. Price, 30 cents.

Dress No. 9032. Sizes, 34 to 46 inches, bust.

Dress No. 9043. Sizes, 34 to 46 inches, bust.

Jacket No. 9036. Sizes, 34 to 46 inches, bust.

Skirt No. 8810. Sizes, 24 to 36 inches, waist.

Dress No. 9047. Sizes, 34 to 44 inches, bust.

Dress No. 9057. Sizes, 34 to 50 inches, bust.

Dress No. 9055. Sizes, 34 to 48 inches, bust.

Bright Women

By George W. Haulenbeek
Law Department

There are a lot of bright and capable women in our service. I called up an office at Camden Station, and a woman took my message and gave proper response; there was no need of spelling out names and all that. Then I was obliged to call up another office at Camden and a young lady answered and gave me just the information desired.

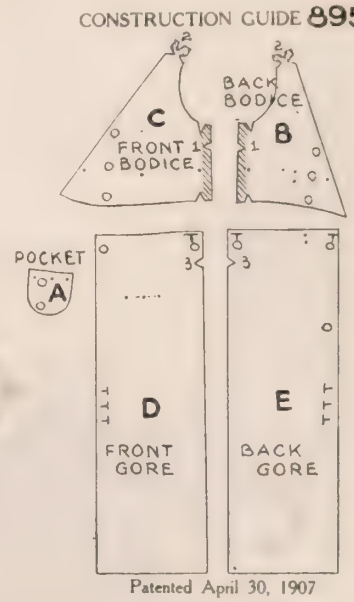
She is on the second floor, thank you. There is an unusually bright young lady in our Central Building who enjoys everything in the Baltimore and Ohio Magazine, and it is a pleasure to converse with her on the advent of each number. Dear me, if I were only 40 instead of 77!

To Our Ladies

We used to make coach step boxes with a slot in the top to serve as a handhold in placing and removing them. This plan had to be abandoned because the heels of ladies' shoes grew so tall and slender that any slot wide enough to be of use in handling the box would be a trap for French heels. We now have to make the boxes without even the slightest opening in the top. Most of the accidents around passenger stations and station or office buildings can be traced to Dame Fashion. It must be admitted that high heels look pretty nifty, but when they are so high as to make wobbly ankles in walking—g-o-o-d n-i-g-h-t! They cost more, too. Think about it, ladies.—*The Safety Message.*

Threatened Profanation

While visiting in the Highlands of Scotland one summer, a little old English lady made use of an ear-trumpet when she attended divine service. Such a contrivance



being entirely unknown in these simple parts, it caused much excited discussion, and finally one of the elders was deputed to deal with the lady.

On the following Sunday the unconscious offender again made her appearance, and again produced the much-discussed trumpet, whereupon the chosen elder marched down the aisle and, shaking an admonitory finger at the bewildered lady, said severely, "Ane toot, an' ye're oot!" — *The Bulletin.*

WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, cliping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mount Royal Station."

Try our pattern service—five days from day you mail order to day you get pattern.

Name.....

Street.

City.. ..State

Size

Send pattern number.....

Homes Like This All Over the System Have Been Purchased Through the Relief Department

Homes like the attractive one in the accompanying picture, secured by employes with the assistance of the Relief Department, may be found all over the System.

Homes that represent the safest, most convenient and least expensive method that anyone in the Baltimore and Ohio family can find to purchase property.

Homes which were bought through small installments from employes' salaries over a period of years and which now represent an investment in comfort, convenience and savings, which otherwise might have been wasted.



In this cut Stationary Engineer James McDermott, for 32 years a Baltimore and Ohio employe, his wife and six children, may be seen on the spacious property in Garrett, Indiana, which he secured through the Relief Department. Mr. McDermott writes us that he is more than glad to have this picture appear in our MAGAZINE, because he believes that it may help some other employes to start in this convenient way to become home owners, also.

Wouldn't you like to have as your very own an attractive cottage such as this one, a credit to your neighborhood, your family, and you, and, best of all—your home? If so, write for details to

DIVISION "S," RELIEF DEPARTMENT
THE BALTIMORE AND OHIO RAILROAD COMPANY
BALTIMORE, MARYLAND

Find out how you can secure a better home



Safety Roll of Honor

Every man whose name is mentioned in this department for meritorious service has helped the Railroad increase car miles. Every defect in equipment corrected, every accident prevented, every man-sized job here noted contributed directly and largely to the success of this big campaign, to which we are all bending our energies

Baltimore Terminal Division

CURTIS BAY, July 28, 1920.

MR. JAMES MATTHEWS,
Car Rider, Curtis Bay Piers.

Dear Sir—It has been called to my attention that on or about July 23, an accident was narrowly averted by your alertness. When car was coming up to be placed on cradle, in tightening brake, the chain parted. You saw the immediate danger, jumped from car and secured chock, thereby preventing car from running down incline and striking another car on kick-back on No. 1 dumper.

I take this opportunity of expressing my appreciation of your interest and watchfulness on this occasion, and thank you for your action in the matter.

Yours truly,
(Signed) W. M. HAVER,
Superintendent.

At 12.45 p. m. on July 6, G. W. Fowler, operator at North Avenue Tower, again showed his alertness by observing a piece of brake rigging lying on No. 3 track at North Avenue. He had crew of extra 4532 west examine train at Camden, where they discovered car from which this brake rigging had fallen. Commendatory notation has been placed on Mr. Fowler's record.

On July 3, J. Leonard, of the Police Department, noticed brake rigging down on gondola car in train of engine 4598 which was passing Bay View at 7.30 p. m. He notified the operator at Bay View, who had train stopped at Waverly Tower, where necessary repairs were made. Commendatory notation has been placed on Mr. Leonard's service record.

Baltimore Division

On June 14, Agent C. E. Whipp, on his way to work, discovered a frog in bad shape at Adamstown Junction and reported it through the operator. Mr. Whipp has been commended for the discovery of the condition and thus averting a possible accident.

On June 24, Brakeman J. H. Myers with Conductor John Severn on No. 94, engine 4158, detected odor of burning wood as train was approaching Ogden. Investigation developed a broken arch bar on rear truck of C. P. car 14343, loaded with grain. Train was brought to a stop by Conductor Severn by applying the air from the rear and by careful handling of the car it was moved to Feltonville and placed on the siding. Both Conductor Severn and Brakeman Myers have been complimented on their handling of the situation.

On June 21, C. E. Soper, pumper, Frederick Junction, discovered a broken rail on the eastbound track, west of that point. He immediately notified the track foreman so that prompt repairs were made. Mr. Soper has received a letter from the superintendent expressing appreciation for his action.

On July 12, Operator E. L. Miller at "SY" Tower (Singerly, Md.) while on his way home, discovered a broken joint in rail on westward passing siding. He notified operator on duty and trackmen examined track, which was put out of service until repairs were made. M. Miller has been commended for close observance of track conditions.

On July 18, Brakeman H. Bell on extra west, engine 4542, at Gaither, discovered door partly open on load of hogs in train of extra east, engine 4290, which was passing. Train was stopped and door fixed. Mr. Bell has been commended for his observance of passing equipment.

On July 21, Operator W. R. McCardell, at Gaither, observed brake rigging down on car in train of extra east, engine 4547 (Baltimore beef). He notified conductor, who set car out. Mr. McCardell has received commendatory notation on his record for his action in this case.

WASHINGTON, D. C., August 16, 1920.

Mr. W. E. CAVEY,
Supervisor Locomotive Operation.
Mr. J. CAVEY,
Road Foreman of Engines.
Mr. D. B. FAWCETT,
Road Foreman of Engines.

Dear Sirs—On August 13, engine 5217, train No. 8, Fireman C. H. Barger and Engineer W. W. Matthews, backed into the station about two hours late. The engine made the necessary switching moves on the train, and while the engine was waiting for a short time, I got on it. I noted that the engine was not making any smoke and that the safety valves were not open. In this engine was one of the nicest fires that I ever saw in a fire box. There was about six inches of good, solid fire, with the smoke entirely gone out of it. I rode on the engine to the shop, where it arrived with 185 pounds of steam. The safety valves had not lifted once from the time it backed train No. 8's equipment until it reached the inspection pit. This engine could have gone back immediately from the station to Cumberland without any attention whatever to the fire.

I am bringing this to your attention simply to have you know that I am as ready to commend an engine crew as to report smoke violations and the lifting of safety valves while engines are standing at this station.

Yours truly,
(Signed) C. B. CRAMER,
Master Mechanic.

Cumberland Division

During the month of July, operators on the division observed the following irregularities and excercised prompt action for correction.

NAME OF OBSERVATION	CASES
Wheels sliding	3
Hopper bottoms down	2
Hot car boxes	1
Total	6

On July 29, while extra west was pulling from cut-off at McKenzie, Fireman M. A. Diehl noted brake shoe wedged between guard rail and main rail of eastward track. He had engineer Monnett stop train and then removed the brake shoe.

Mr. Diehl's observance and watchfulness in this case were commendable as obstruction was removed shortly before the next passenger train was due.

Connellsville Division

On Sunday, August 8, Trackman H. M. Bittner, while going to pump house at Glencoe, discovered broken flange on Baltimore and Ohio 121856, in train of engine 7147, at about 9.45 a. m. Mr. Bittner boarded train and informed the conductor of the condition of the flange and arrangements were made to have car set off at Foley until proper repairs were made. We are glad to make suitable entry of Mr. Bittner's commendable action in the MAGAZINE.

Pittsburgh Division

On July 3, while engine 2600 was making push up hill at Wildwood, Brakeman J. L. Parsons re-threaded broken main line on P. M. 39467, saving considerable time because of not having to switch car to rear of train, car being O. K. to move to destination. For this splendid performance Mr. Parsons is commended.

On July 3, while extra west, engine 2574, was passing Goehring, Operator J. J. Lanning noticed defective car in train and notified conductor, who found it necessary to set the car off at Celia. For his close observance of passing equipment, Operator Lanning is commended.

On July 2, a passenger en route from Chicago to Pittsburgh on No. 16, had his pocket picked and purse containing a large sum stolen. The passenger pointed out to Conductor J. B. Teeple the man who had picked his pocket, and Conductor Teeple, after a tussle, subdued the man and took him to Pittsburgh, where he was turned over to a Company officer. For his prompt action in the matter Conductor Teeple is commended.

Conductor A. H. Atkinson, in charge of work train, while doing work at Herrs Island on June 7, noticed brake beam down on third car in train of extra 2554 passing Herrs Island. He immediately notified

member of crew, who had train stopped, and repairs made. For his close observance and prompt action in reporting this condition, averting a possible accident, Conductor Atkinson has been commended.

Engineer H. D. McGaughey and Fireman H. E. Pritchett accepted engine 4529 at Wheeling Junction with stoker inoperative. Fireman Pritchett fired engine all the way to Connellsville by hand. Both the engineer and fireman have been commended for their unusual effort and the interest displayed.

On June 12, while running at a speed of about 35 miles per hour, firing engine 1359, No. 62, Fireman C. A. McNaughton, of Pittsburgh, discovered a broken rail just west of Fitz Henry Station, on westbound track No. 1. Mr. McNaughton was instructed by his engineer, J. F. Painter, to flag No. 1 track. Mr. Painter notified Conductor Dixon in charge of train No. 62, who in turn notified the dispatcher, and left one of the brakemen at the point in question to protect against westbound trains. No. 15 was due at Fitz Henry 15 minutes after the broken rail was discovered by Fireman McNaughton, and had to be detoured over eastbound No. 2 track as there was about two and one-half feet of rail broken out. For his prompt action in this particular case, Fireman McNaughton has been commended.

On the night of June 6 at Bessemer, fire destroyed a number of houses close to Bessemer Station. Yard Clerk C. H. McCaulley was instrumental in saving station building. Mr. McCaulley secured a hose from the Union Railroad shanty and protected our building during the progress of the fire. For this faithful and efficient effort he has been commended.

Ohio River Division

Mr. C. W. Wagoner,
Seventh and William Sts.,
Parkersburg, W. Va.

Dear Sir—Please be advised that notation of commendation will appear on your service record because of your vigilance and attention to duty while switching in Parkersburg High Yard on the night of July 24; yard engine 2591, pulling out of West End Track 7, with cut of 30 cars, 10 cars becoming detached because of eye in coupler breaking on B. R. & P. 3026, allowing 10 cars to run east, you personally controlling this runaway cut of cars, after lining switches, by applying the hand brakes.

Yours truly,
(Signed) J. W. Root,
Superintendent.

Charleston Division

"Bert" Paxton, foreman, Track Department, Elkhurst, recently noticed a brake beam down on passing freight. He had train stopped, repairs made, and thereby undoubtedly averted a derailment. "Bert" has been commended for his watchfulness.

Bridge Foreman J. M. Calhoun has been in the service of the Baltimore and Ohio for many years, and he is just as zealous today in the protection of their interests as he always has been. A few days ago he was walking down Arnold Cut to his work and noted a badly broken rail on the high side of a sharp curve. He and his men made temporary repairs, flagging passenger train 62 safely over it, and averting what might have been a bad spill. The superintendent of the division took pleasure in commending this old time employe for his interest, and a suitable entry was made on his service record.

Another i em added to the honor of the Charleston Division Maintenance of Way Department is given us by Conductor Young. While his train was taking water, Pumper R. H. McCutcheon noticed that a car of coal had broken drawhead. The car was switched out, thus averting possible damage. Mr. McCutchen has been commended for his watchfulness.

It is with pleasure that we record another good mark on the record of Conductor Parker Condry, our popular "brass collar" on trains 61-62. On July 3, express at all stations was very heavy because of the holidays. Not content with looking after his own end of the game, at every station, he got into the express car, and personally assisted in loading and unloading express. Through his interest the trains moved practically on time, and he helped prevent serious delays. Mr. Condry has been commended and a suitable entry has been made on his record.

We are glad to note that the following engineers have been bulletined as making 100 per cent. over in fuel performance for June: G. S. Smith, O. W. Gum, W. E. Paisley, R. Malone, R. N. Jeffries, M. T. Hall, J. C. Jordan, A. F. Vorholt, F. Kerrigan, A. Groves, R. E. Smith, E. L. Jarrett, P. W. Toms, H. Robinson, S. H. Haymond and A. W. Pickens.

The man at the head of the list, Engineer Smith, with a performance of 119.8 per cent., entered our service in 1898 as hostler on the Monongah Division, and today is pulling a passenger train on the Charleston Division.

Cleveland Division

J. M. Seeley,
Section Foreman,
Section No. 22,
Lester, Ohio.

Dear Sir—I have before me a very gratifying report which shows that on August 12, at 5.30 p. m., you noticed a badly broken arch bar on westbound train, car M. C. R. R. 8693, engine 4043, Conductor Wiley and Engineer Tarry; and that you immediately got on caboose and notified crew, who had car set off at Lester.

I want to commend you on your watchfulness and prompt action in handling the above condition and assure you that your interest is very much appreciated.

Very truly yours,
(Signed) H. B. Green,
Superintendent.

Ohio Division

On the night of July 14, as train No. 96 was passing "RK" Tower, Operator "Fred" H. Henson observed brake beam dragging. He immediately had train stopped and defect put in safe condition. Appropriate entry has been made on his service record for interest displayed.

On July 20, while extra 2877, east, was passing Blanchester, Operator T. A. Dixon noticed brake beam in train dragging. He had train stopped and car put in condition so as not to cause accident. He has been commended.

On July 15, engine 1500, Engineer F. Moore and Fireman C. C. Graves, was called in work train service to leave Chillicothe at 2.00 p. m. in order to arrive at Gravel Pit in time to wash boiler of steam shovel and start work at 6.00 p. m. On arrival at Gravel Pit, it was found that none of the steam shovel men had reported, and Engineer Moore and Fireman Graves immediately removed plugs from steam shovel boiler, connected hose to branch pipe of engine 1500 and washed boiler. When steam shovel men arrived all that was necessary was to replace plugs, fill boiler and start fire, which was done, and work started at specified time. Action on the part of Engineer Moore and Fireman Graves saved considerable delay in starting work and for interest displayed they have been commended.

Indiana Division

On August 1, Charles Klingelhoffer, ticket clerk, Aurora, discovered brake beam down on car in 94's train, when train was passing Aurora. He succeeded in communicating information to the crew, train was stopped and brake beam taken down on P. C. O. 2329. The close observance of ticket clerk Klingelhoffer and prompt action taken is commendable, and appropriate entry will be made on his service record.

On August 12, at Milan, extra west had just stopped on siding when Flagman D. P. Stewart discovered that west truck on Baltimore and Ohio car 195858 had become derailed because of break beam being down. Fortunately, the wheels had just dropped on ground at time stop was made, but had this condition not been detected, serious trouble would have occurred on starting the train. The careful inspection of this train in siding made by Flagman Stewart is commendable and appropriate notation will be made on his service record.

Toledo Division.

Commendatory entry has been made on the record of Operator-Agent J. W. Shulte at Kirkwood, who, on August 16, observed brake beam down on extra 4048 and 4246 coupled south. This brake beam was down on car about in the middle of train. He stopped train at south end with automatic signal and the brake beam was removed, probably averting serious accident.

Commendatory entry has been made on the record of first trick Operator E. F. Stenger, Miamisburg, Ohio, who, on August 10 at 12.05 p. m., noticed car in extra 4266 north, N. & W. 13526, which appeared to have bent axle. This car was examined at North Dayton on information from Mr. Stenger and car wheel was found to be ¾" out of plumb. Mr. Stenger's thoughtfulness probably averted serious accident.

War Veterans—Note!

The Baltimore and Ohio Post of the American Legion has not yet elected officers because of the large number of men in the service in and around Baltimore who are not members of other posts and who have not joined ours. An organization meeting will be held early in October. In the meantime, if you are not a member, send to Magazine Office, Mt. Royal Station, for an application blank. Get aboard the band wagon and let's get things moving!



Among Ourselves

Baltimore and Ohio Building

Law Department

Correspondent, GEORGE W. HAULENBEEK

I consider our train No. 1 a wonder. While my little sweetheart, Susan Anne Trageser, spent the summer at Deer Park, on the very apex of the Alleghenies, rusticating and enjoying the mountain breezes, and sniffing the glorious ozone, I traveled on our No. 1 every Saturday to Deer Park. How I did enjoy it! It is a good long run—about 240 miles—from Baltimore. How well I remember the olden times in our railroading in these parts. Take for instance No. 1 as it served us then. Hot boxes, frequent stops, many station calls, switching to other tracks and often detouring, and reaching destination considerably behind time.

Now all is changed. There must be a master mind controlling these things. Think of No. 1 running from Washington City, without a single stop, to Martinsburg, W. Va.; of walking through a string of sleeping cars to reach the diner. I did not object to that, because the good old Club dinner was appetizing and enjoyable. Mr. Baugh's dining car coffee is a dream, and the generous pitcher of real Jersey cream, as the Keith Circuit people would say, was an "added attraction."

Our Julius Walker Stuart, who is not afraid of a line or two in the BALTIMORE AND OHIO MAGAZINE, but rather courts it, was surrounded by his Law Department colleagues on July 30, reminding him that a birthday celebration was in order. His desk was cleared for several bouquets that lent their fragrance to the atmosphere, and all was merry, blithe and gay. Mr. Stuart modestly informed us that he had attained his fiftieth year on that day. His daughter, Miss Dorothy, a very charming girl, spent the month, with a number of congenial companions, picking peaches in Harford County. Miss Stuart is a Goucher girl who will graduate in 1921.

I commend to the readers of these notes, the monthly magazine called *The Nation's Business*. The August number was denominated the "Midsummer Stranger-than-Fiction Number." It contained no long, tiresome articles, continued on subsequent pages, but short, concise and pointed stories. Moreover, optimism prevailed all through it, with no gloomy predictions between its covers.

The Law Department, early in the summer, enjoyed a visit from an old stager in the person of Colonel Charles L. Jewett. Colonel Jewett is a member of the legal firm of C. L. and H. E. Jewett, who represents the Company at New Albany, Ind. The jurisdiction of this firm embraces the counties of Clark, Floyd, Jefferson and Scott, Ind. Colonel Jewett has been in our service for 50 years and has been loyal and true to the Company in all that period. And the Law Department has other counsel in its service who have rendered splendid service.

Please Help Increase CAR MILES

For 17 summers, Colonel Jewett was a welcome visitor at Deer Park Hotel in our State of Maryland. The Law Department was benefited by his visit and will welcome its repetition.

Our Ronald Horsey, secretary to Charles Radley Weber, enjoyed his vacation during the latter part of July. Mr. Horsey is from Frederick, Md., where they have fried chicken and things of that kind done up to the queen's taste. Frederick County is one of the wealthiest counties in the United States. Mr. Horsey came back from his leave refreshed and benefited in many ways. We are all fond of this young gentleman.

Edgar W. Young, our chief clerk, spent his vacation in New Hampshire. He and Mrs. Young closed up their residence on Carlisle Avenue in Walbrook, bade goodbye to dear old Baltimore and started off for a two weeks' absence. Mr. Young is a tireless worker and nothing is too hard for him to attack vigorously.

I like to visit Camden Station; it is such a busy place, and moreover, boys, there is where a lot of the money comes from that enables the paymaster to send us checks twice a month. At the first window down there, sits a young man, designated "Information," and he is rightly classed. With a smile he tells you just where to go, and the room, place and stead of the party you want. There are signs at the different windows, one of which I do not care so much about, reading "Credit Clerk." I would rather have it read "Cash Clerk."

If we in the Central Building think that Camden Station is dark and gloomy and sooty, in consequence of the proximity of engines and so forth, let us pay it a visit and this impression will be effaced. It is a place of much activity and is well worth a visit.

Coal Traffic Department

Correspondent, GEORGE C. BAUER, *Assistant Chief Clerk*

We express our appreciation and thanks for the splendid time enjoyed by those who participated in the baseball game between teams representing the Auditor Coal and Coke Receipts office and our own department, on July 31, at Messrs. Brauer and Spedden's Westport Park.

The Auditor's office won the game, 4-0, but the sting of defeat was taken away by the hospitable manner in which the members of our department were treated. To begin with, Messrs. Spedden and Brauer (who are members of the force comprising the Auditor Coal and Coke Receipts office) loaned the park at Westport for the occasion. This in itself was a treat, as it is a pleasure to play on a field in such good condition. However, this was only a part of the entertainment. The soft drink and ice cream stand was thrown open, throughout and after the game, and no limit was placed on the amount consumed by members of both teams. The refreshments were furnished by Messrs. Spedden and Brauer, without cost, and nothing was left undone to make the occasion one long to be remembered by all.

The game was really good, nothwithstanding the score, as only one earned run was made. To the small number of runs made by the hard hitting team of the Auditor's office can be attributed the masterly pitching of Albert Lehman of that department, who volunteered to pitch for the Coal Traffic team, and who was so ably assisted by Howard Kirby, his battery mate.

Mr. Shinnamon, our chief clerk, ran a great risk with his new machine when he placed it in deep right field near the club house. Mr. Shinnamon's object in placing the machine in so precarious a position was to have it serve as a target for his team to shoot at. However, no damage resulted as but very few balls were knocked in the field, and those were quickly "gobbled up."

A number of inquiries were made as to the absence of the fair sex. Let's hope for better luck next time.

"Stephen Henry Ignatius Thompson," our famous second baseman, contributes his usual ditty:

"Every time Thompson took a drink he made an error, and every time he made an error he took a drink."

Engineering Department

Correspondent, OSWALD EDEN

Miss Josephine McCarthy, secretary to Office Engineer J. H. Milburn, has suddenly become left handed. It seems unusual to see one who has used her right hand almost continually to suddenly switch over to the use of the opposite member, but such is really the case. We have noticed that she adjusts her coiffure, powders her nose and does other little things peculiar to femininity with this hand; as a result the office force is wearing smoked glasses to protect their eyes from the glare.

The members of the drafting room force are singing some of the old songs which were so popular a few years ago. The last to be revived was "Pony Boy." In singing the chorus, they come out unusually strong on the "San Antonio." "Love Nest" is also a favorite.

"Velvet Joe" says, "When I get my raise I am going to give it to charity. Charity begins at home."

"Gus" Hauser looked at another house last week. Needless to say he didn't take it because the chicken coop was too small, the roof did not leak and the house was wired for electricity. It was also too close to the car line—five city blocks. He is now planning to open a delicatessen shop on the Reisterstown Road so that the motorists won't feel so lonesome going out that boulevard de luxe.

"Joe" Kemp is planning to go into Canada on his vacation. He has not told us why. Will he hunt the ladies, wild sea lions or "hootch?"

Harry Roebuck, our graceful swimmer of the drafting room, spent the second week of August at Asbury Park, N. J., showing the bathers there how diving and bathing should be done.

A large force of the Engineering Department enjoyed an inspection of the harbor aboard the Latrobe as guests of the Baltimore Chapter, American Association of Engineers and the Harbor Board of Baltimore. The Baltimore and Ohio coal pier was visited and the big fire at Wagner's Point was circled by the voyagers.

Miss "Lea" Lansdown has returned from her vacation, spent on one of Maryland's beautiful rivers. When do we hear the good news, Miss "Lea?"

A beautiful wedding was solemnized on July 15, when Miss Leone Stoffel of Baltimore, daughter of Professor and Mrs. Victor Stoffel, became the bride of Joseph C. Dubay of Mount Clemens, Mich., at St. Martin's Catholic Church, Father McNamara, assistant pastor, officiating. Wedding breakfast was served by the bride's parents immediately following the ceremony. The bride and groom departed at noon on their honeymoon to Detroit, Mich., and through Canada, after which they will make their residence in Baltimore, where the groom is employed in the Cost Division of the Engineering Department. Mr. Dubay was with the American Expeditionary Forces in France and saw active service.

Telegraph Department

Correspondent, DELLA M. HAIN

The old saying goes, "The best way to win a man is through his stomach." Ask "Jimmy" Lean, in the Car Service Department, as he was the honored guest at dinner at Miss Horre's.

Inspector Davis' young hopeful, Wade, recently visited this office en route home from Philadelphia and Chester. Wade reported a "corkin'" good time and followed up with, as his eyes got large as saucers,—"How would you like to have a big piece of apple pie with ice cream on top?"

We have Miss Deane and Miss Ripple back with us after spending their vacations "down on the farm." Miss Ripple says "They have blackberries down on my uncle's farm as big as my fist;" then Miss Deane chimes in, "Down on my uncle's farm they have tomatoes as big as buckets."

One grand place to get a dozen coats of tan is at Remlik, Va.; even going swimming by moonlight doesn't keep the fair faces of maids like our "Frankie" from getting brown.

A number of departments have been moved into the Annex, which looks like a new structure. After all the departments have been located we expect to issue a new private branch telephone directory.

WANTED—A bundle wrapper, to tie up clocks. Apply W. C. Donnelly, clock man.

Do you use your code book regularly? If so, you are doing well; if not, get Transportation Department Form 2664 from the stationer.

B. F. Thompson's antipathy runs toward Pullman cars and hot days; but don't ask him why. A word to the wise is sufficient.

On July 22 a meeting of Western Lines telegraph officials was held at the office of G. E. Sharp, district plant superintendent, Western Union Telegraph Co., Cleveland, Ohio, for the purpose of discussing routine and reorganization matters. Among hose present were Superintendent Sharp and his staff, Superintendent Telegraph C. A. Plumly and his chief clerk, R. F. Miller.

Valuation Department

Correspondent, G. B. SAUMENIG, *Accountant*

Baltimore Office

The Valuation Department is now located on the eighth floor of the Central Building. Although the Riddlemoser Building, where we were formerly located, had its charms, yet we are more than glad to be more a part of the Baltimore and Ohio family. One can tell the difference in the bearing and appearance of our office force. All are showing an air of importance and both sexes are aiming to outdo the rest of the building in the matter of dress. One word about moving day. It was a great task, but as the Valuation Department is always ready for any emergency, the job was handled in record time. All worked, that is those who were not having a vacation. Some must have had inside information, as it seemed the most popular day for fishing and other sports.

Two fishing expeditions have taken place lately. What the first party caught still remains a mystery. Unfortunately our Halethorpe representative was not allowed to get on the morning boat with the Salvation Army people. He tried to locate the other two fisherman at Tolchester in the afternoon, but failed and did not see them until returning on the Louise at night. Then he was given several fish as his share of the day's work. None of them will go into details The other trip was taken one afternoon not long ago but it seems that the fish heard about it PRYOR to the trip and went to other waters.

August 2 was the day and our office was represented by a number of the fair sex. It was the occasion of the marriage of Miss Katherine M. George of our office and George H. Schmidt of Auditor Passenger Receipts office. The ceremony was performed by Rev. L. M. Zimmerman and one incident which cannot go unnoticed was the act of Misses Block and Tucker crossing hands with the minister. It is suggestive and no doubt their minds were thinking of the day when they will take the step. The office sent "Kitty" and George a beautiful gift of silver. The Valuation Department will miss Katherine but we hope that their sea of matrimony will be smooth and that their voyage will be peaceful and happy.

Mrs. Larmore looks unusually happy these days. For the reason look at her left hand and then keep your eye on her about 5.05 p. m.

Our friend Steele, formerly accountant with cost engineer, visited the office the other day and all were glad to see him. He was always very friendly with G. H. P. Jr., A. K. H., and G. B. S.

The latest news from J. F. Rau, who has been away from the office for some time account of sickness, is that he is at Portland, Me., and is recuperating very rapidly. Quite a coincidence, first a RAU and then a STORM. I wonder what next?

Miss Block, now secretary to chief clerk, was acting secretary to the valuation engineer and assistant valuation engineer for several weeks. Some girl! Here, there and everywhere at the same time. Ask her why she never heard the buzzer.

Miss Cregor and Mrs. Barker are at Atlantic City for their vacations and Miss Bryan is at Wayne Junction for several weeks.

Our cartoonist this month desires to introduce Wilson, "That's All." His platform is a League, not of nations but small tools, as he has charge of the inventory work in all Baltimore and Ohio shops for valuation purposes.

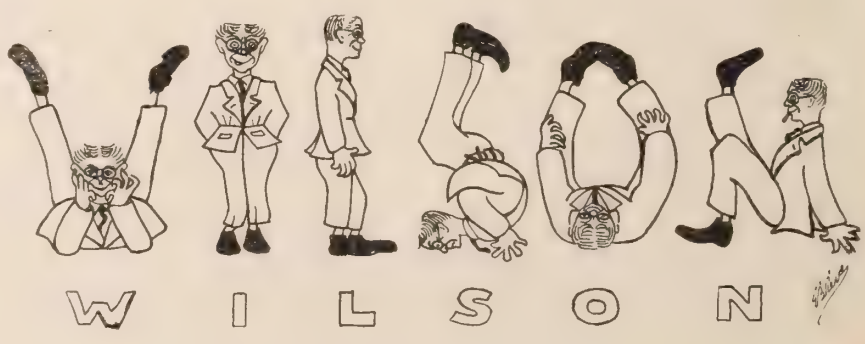
Mr. Wilson and his son, speaking frankly, own a flivver. Price said "How can they 'Ford it?" The self-starter one day failed to work. "Where will I get a crank," said the father. The son replied, "You had better get out and start it yourself." None of the repair shops could fix it, but finally a mechanical boy they met in the country took it apart and started it going. To make matters worse the son entered a Greek restaurant one day while in their travels and became perturbed because the food was not right. He became hysterical and wildly exclaimed, "Why do they make me mad when you know I have an awful temper?"

More will be heard about the small tool man and the son of the small tool man, also the Ford that runs every time they get down on the farm. See cartoon at bottom of page.

Wheeling Office

This will introduce the following new employes of the Wheeling organization: E. S. Wood, D. F. Pruner, E. M. Callis, Fitzgerald Dunning, C. N. Gaston, N. R. Guthrie, Jr., and P. E. Sutherland.

C. T. Duffield, rodman, has resigned from the service of the Company as of





July 16. Duffield was one of the volunteers for transportation duties at Holloway, Ohio, recently and received the distinction of being the best switchman at that point. He evidently liked his new occupation as he is accepting a similar position with the Pennsylvania Railroad in his home town. We regret his leaving and wish him luck in his new undertaking.

Pittsburgh Office

Assistant Pilot Engineer A. C. Matthews and wife spent sometime in Georgia, enjoying the Southern sunshine and fried chicken.

M. E. Gebert is visiting "friends" in Detroit, Cincinnati, Akron and Philadelphia. That's right "Max," see that the towns are not too close together.

We were honored with a visit from Miss Celia Cregor, formerly of our office, who stopped in Pittsburgh for a day while on her way to her "Old Kentucky Home."

"SPEND THE COMPANY'S MONEY AS THOUGH YOU WERE SPENDING YOUR OWN." Words taken from C. C. D. to J. F. Shellaby 7-26-20.

We wish to introduce Messrs. J. R. Reed, F. L. Asher and S. R. Dipaula, our new employes.

Too bad "SLOPES" are hindering you from receiving that "Tickle Toe" prize at Conneaut, Shellaby. Just practice another year and you'll be sure to get it.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

Fresh Air Fund collections for the month of August amounted to $27.60.

We nominate "Bill" Nix as the most successful auto dodger extant. They do say "the good die young."

"If the rod had not hit the car—"
"If his line had not become tangled with mine—"
"If the tide had been high." (Same low.)
"Just as I was about to put him in the live box—"
Etc., ad libitum, and a few more.
(A few of the alibies trying to explain how the biggest one they caught got away.)

In a little friendly, all for glory, ball game arranged between this office and that of the Coal Traffic Manager, staged at Westport on July 31, our boys, with a little outside help, managed to put it on the opposition to the tune of 4 to 0. According to all accounts, the game was a thriller and was played in the jig time of one hour and twenty minutes. (See Coal Traffic notes.)

Things sure are upside down. Now you take the women. The majority seem to be wearing their hair cut short. (Style.) On the other hand the majority of men seem to be wearing their hair long. (This latter condition is due, no doubt, to their not having the price.)

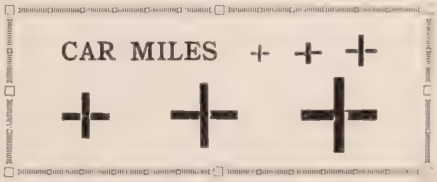
Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

The stork paid his respects at the home of John Parrott and left a daughter. Congratulations!

In "Tin Can Alley" (that's what it sounds like at times),—the place where lockers are kept—you may see "Jimmie" of the South Side and Lillie of the North Side, shying. Now June has gone with its roses and brides. One sees emblazoned in street cars and magazine covers: "Eventually—why not now?"

A question comes to me, "Lorain?" Yes, if a county, then Elyria is its county seat. If a city, yes, a lake port on the line with a multiplicity of railroad and manufacturing activities. Oh well, Bessie, looking at the clear signal on your left fin, the jig is up,



there's a man in the case and you are evidently dreaming of the cozy little cot for two. Take an extra wrap along. It gets cool of evenings up in Lorain way. Peace to you!

Wedding Bells

Cupid's job is done, his dart is broken. Miss Dorothea Pick, machine room, surprised her mother when she gently broke the news that she was the happy bride of Rudolph Benfer. The grand event took place at Alexandria, Va., on June 9.

Miss Sallie A. Taylor, Forwarded Check Bureau, and Mr. Andrew F. Hoffman, were married at St. Martin's Church on July 17 in the presence of the immediate families, by the Rev. Leo Otterbein. Miss Sarah Kane was bridesmaid. The happy couple will reside in Cumberland, Md.

Miss Rita Force, Machine Room, and Millard Barnes, were married on June 27, at the rectory, St. Joseph's Monastery. The ceremony was performed by the Rev. Hyacinth Sullivan, C. S. P.

A romance started here in our midst long, long ago, and the happy service took place on July 12 at the church of Sts. Phillip and James, when Miss Anita M. Russell, a niece of the Bishop of Charleston, became the bride of Edward A. Coady. The ceremony was performed by the brother of the groom, the Rev. John J. Coady, who was recently ordained. This was the first marriage in which he officiated. A number of clergymen were in the sanctuary, and about 50 of our lady clerks told me they "kissed the bride."

In an aggressive age as ours is at the present, when production does not seem to come up to the mark, man power seems under what it formerly was. Some things are readily explained. We are pleased to see the president of our corporation signally honored by his appointment on a representative committee by the Association of American Railways as to ways and means tending towards better service.

Car shortage is the cry from every conceivable angle—an excerpt from the Interstate Commerce Commission reads:

> "The business of a railroad is transportation, not storage. The service of a railroad cannot be efficient unless its cars are promptly released. If a car is detained by a particular shipper for a longer period than is necessary for loading or unloading, the efficiency of a railroad is to that extent diminished, and every other shipper is to the same extent prejudiced."

We are solving the H. C. L. by the furthering of the Rochdale plan for a cooperative store. It is hoped that by the time this publication reaches its readers, the plan will be well under way. However, anyone interested may procure literature from your correspondent.

Steamer Grecian, Boston bound, registers the names of A. L. Wagner and wife and all the little Tonics. Didst have an enjoyable trip? Too sick to write? Hope it wasn't *mal de mer*.

The Friendly Girls' Society conducts a week-end camp for young women at Bush River Flats, near one of our stations on the Philadelphia Division, and it is inspiring to see the good nature existing among some of our girls who take bi-weekly trips to this resort. We note, too, the train stops right in front of the home of "Wash" Wilson, house electrician, popularly known as the "Buzz Man."

Ever get demonstrations in deep sea fishing? Since taking part of their vacation at Betterton, "Bill" Behnken and "Otts" Bromwell believe they know all about it. Another fish story! Next!

Auditor Passenger Receipts

Correspondent, G. FRED MILLER
Secretary to Auditor

The members of the Auditor Passenger Receipts office take this opportunity to express sorrow in the death of their late friend and fellow clerk, John J. Donohue, on July 22. He was a man with a splendid education, having taught at several colleges, and during the War was a sergeant at the Georgia Theological Institute, acting as an instructor. Mr. Donohue gave promise of being quite an asset to the Accounting Department. He took special interest in the welfare work of the office, particularly the athletic end, and was also well known in Baltimore because of his activities in baseball, basketball and other sports. He had a splendid disposition and a fine character, and his life, though short in years, was long in virtue.

We extend to our fellow clerk, Edwin Benhoff, our sympathy in the death of his father, who was accidentally killed in July. This is a part of life's sorrow we all must suffer, and when it occurs it is good to know that we have friends who sympathize in our bereavement.

August—the popular month for summer vacations! Dog days at the ocean and dog-gone days of jiggers and mosquitoes in the mountains. These small matters put no fear into our hearts as we step gaily on the boat or train, with tooth brushes, hair brushes, powder puffs, repair kits, etc., etc., prospecting on the wonderful ten-day vacation before us. Then back to the office with our sunburn, itches and scratches, each having had a better time than the other, and having met the grandest person, with little snap shots to prove it.

Railroads, other corporations and business houses realize that just a few days' holiday during the hot summer months, after a year's toiling, is a wonder worker in the way of rejuvenating a man's spirits (if he goes to Canada) and there is no question but what the work is greatly benefited. The Baltimore and Ohio has always been liberal with vacations, and we wish to express our appreciation and thanks.

Sir Thomas Lipton came to America to take the cup back to England, but Sir Charles Algy Purdy went to Montreal, Canada, to bring the bottle back to America. Both were up against a big proposition.

We should worry about prohibition. The Western Maryland Dairy had laid in a new stock of cows. None are named America, so they can't go dry. You know Wilson T. Jenkins, one of our head clerks, always on the lookout for a cold bottle, caught a glimpse of a pretty white milk-man dashing wildly up the stairs to deliver a bottle of pure (?) milk to some sweltering creature. Wilson (that's all), after a worthy lecture, convinced the dispenser of the unintoxicating beverage that our office was in great need of this character of nourishment, and, thanks to his efforts, we are enjoying a cold bottle each noon time. And, oh boy, you should see the dainty milk maids! "There ain't no use trying to vamp 'em, because if you ain't got nine pennies, you can't git no milk." You pay daily too, not monthly, that's the hard part. Maybe the Western Maryland Dairy will put milk-maids instead of milk-men on their wagons now.

The Auditor Passenger Receipts Welfare Association will hold an outing at Miller's Shore on Saturday afternoon, September 11. The beautiful month of September with the harvest moon, and all that goes with it, and the girls can bring their best "fellers," or mother, or brother, or sister, and we're gonna have a good time—eats and games and everything.

John M. Finn, one of the assistant chief clerks, chaperoned another touring party; the other two were to Luray, Va., and Washington, D. C. This time they journeyed to Niagara Falls, just across the creek from Canada. Why so many people are going to Canada is hard to understand. We have been trying to ascertain if these trips are purely recreative and educational, or if "Dan" Cupid is also a member of the touring parties. Mr. Finn is contemplating opening his own touring company. They are personally conducted, and from all accounts the Cook's Tourist Company might just as well go out of business.

Miss Mabel Cage has resigned. You have to watch these little country girls from Van Bibber and other places along the line of road. Their wise city sisters never put one over on them. Watch these little, quiet, shy and bashful girls; then in a short while look at the great big brute of a husband they are dangling around on an apron string. The best of good wishes to Miss Mabel; the best of health, sufficient wealth and untold happiness; we'll all come out to dinner some Sunday morning.

Our office baseball team made the annual trip to Newburg, W. Va. After a rather warm journey they reached their destination to find a young cloudburst awaiting them. Thinking they would not be able to have a game they went in for other athletic amusements, and when the Newburg folks convinced Manager Finn the game should be played, the Auditor Passenger Receipts team did not display the usual "pep," and the game resulted in a victory for the Newburg aggregation. We have hopes of entertaining the Newburg team in Baltimore, and feel sure that the score will be reversed. A splendid lunch was given the Auditor Passenger Receipts team by the Newburg Ball Club.

Miss Ulla Nilson is wearing about the finest diamond ring you ever saw, and it is on the right hand, too. It looks like her left, but she swears it's the RIGHT one.

Miss Guyton and some friends were all fixed for a delightful week-end trip to Chesapeake Haven on the bay. You know, it was one of those old-time pound parties, where everybody brought his pound, and you and I used to sneak in with ten cents worth of ginger snaps. Things went fine after a hot Saturday morning, till they got to the middle of the bay in an open launch. Old man Sun hid his face and brother Pluvius started to weep a bit; then the terrible winds commenced their work. The boat went three feet forward and washed back five. Suit cases, lunches, not to think of summer frocks, were drenched. Finally one of the young men decided to swim ashore. (What his bathing suit consisted of I can't say.) However, he secured assistance, and after reaching shore it was necessary to take a seven mile walk through the nice wet country, which was just a little different than a promenade up Charles Street on an afternoon. We don't know the hero who did the swimming, but if the girl doesn't love him after that stunt, she ought to. We are hoping that the wetting and the walk through the country were the worst to happen. It is not very pleasant to be in an open launch on the Chesapeake Bay during a storm, and we congratulate Miss Guyton and her friends on their safe journey.



Smiles from Pier 22, North River, N. Y.

New York Terminals

Correspondent SARAH ROLMES

The accompanying photographs, taken on the roof of the La Salle Hotel, Chicago, show the delegates who attended the Relief Department Convention. We think you all recognize the members of the jolly party: Frank "Lyric-Tenor" Santagata, Thomas "Flirtatious" Bradley, William "Never-Quiet" Murphy, Arthur "Gleaming Teeth" Tolley, William "Smiling" Olson and John "Catch-a-train" Duffy. Did they "make hay while the sun shone?" The pictures speak for themselves.

The picture above is that of Mrs. E. J. Levey, wife of our car record clerk. Mr. Levey, we take our hats off to you. You surely know how to pick 'em out.



Mrs. E. J. Levey

Staten Island Lines

Correspondent, G. F. GOOLIC

Little "Johnnie" Doyle, messenger, Division Accountant's office, has been promoted to M. C. B. clerk. Good for "Johnnie!"

Division Acountant's force has organized a new club, known as "The Bow Tie Club." The active members are W. J. Murray, C. Hendrickson and C. Anderson. We are looking for members. Want to join?

One Saturday in July the baseball team from Cumberland visited the New York boys. In the morning they were taken to South Beach to see the sights. It was the first time they ever saw such a lively place and they surely had a good time. They did not want to go home on Saturday night, and all insisted upon staying in New York to see that great show, "Irene." Call again boys, we will show you more of the city and some good plays. As you know, this is not the mountains, but a REAL city.

B. F. Kelly, trainmaster, has just returned from his vacation of two weeks, traveling through the wilderness of Canada. We all thought Mr. Kelly would get lost, but Kellys always come back.

We have employed a new Dolan in the Division Accountant's office. This makes the third from the same family. Those now working with us are Edward, Rose and Catherine. Three cheers for the Dolans!

Miss A. Levy is touring Staten Island in the green flivver.



At Relief Department Convention

The accompanying picture is of engine and train crew at South Beach. This is one of the crews that handle the thousands of people that go to South Beach each Saturday and Sunday. From left to right: J. Covell, stationmaster, South Beach; Fireman J. Lee; Engineer Cockshutte; Trainman A. Marote; J. V. Costello; Conductor C. Adams.

"Ben" Levy, special clerk, Division Accountant's office, is rejoicing over the arrival of friend Stork, who left a bouncing baby girl.

Carl Hendrickson is now taking care of the Conducting Transportation payroll with W. J. Murray as his first assistant, vice "Ben" Levy, assigned to special work in the same department. On account of work increasing in the Division Accountant's office the force has been enlarged. The following have been employed: H. Evans, L. Cocheron, C. Barnney (a Barney Google) and Miss C. Dolan.

"Jim" Flaherty, towerman, Clifton, is ow on the sick list. We all wish for a speedy recovery.



South Beach Crew

"Willie's" wife was away and he was keeping bachelor quarters. We are inclined to believe that "Willie" had been out all night.

Baltimore Terminal Division

Correspondent, C. O. HEALY, *Secretary to Superintendent*

W. M. Haver has been appointed superintendent of the Curtis Bay Coal Piers.



This picture is of Stationmaster W. P. Slattery. "Bill" as he is known and called, entered the service in June, 1908, as Trainman. On March 11, 1917 he was promoted to Conductor, and on April 28, 1919, was promoted to Stationmaster.

A number of the office employes are now taking care of the big crowds that travel to South Beach on Sundays and holidays.

While H. J. Schaefer, car distributor, Superintendent's office, was ripping up the board walks at South Beach he got acquainted with two girls and was invited to their bungalow at the Beach. We are anxious to know how he made out and if he would like to introduce us.

I. A. Mill was appointed traveling auditor, Staten Island Division, vice Samuel Yerks, who resigned to go in the trucking business with his brother.

T. J. Oldham and wife are receiving congratulations from their many friends on the safe arrival of a baby girl.

"Tim" Donohue has returned from his vacation, and is now back on the job, cleaning up the offices at Pier 6. "Tim" is well liked by the boys and girls in the office.

On August 5, Car Accountant W. J. Ivers arrived at the office at 7.15 a. m. He explained that he had gotten up at 6.30 that morning. Later on, it was discovered that Consequently, we are looking for some large dumpings. Mr. Haver was formerly an inspector for the general manager.



Stationmaster W. P. Slattery

C. L. Munson, formerly with Chief Engineer Curtis, has been placed as chief clerk to Mr. Haver at the piers.

Miss Pearl Barrett, who has listened to Mr. Rogers talk about cars for so long a time, has accepted a position with the superintendent of the Baltimore Division. Miss N. Furley has filled the vacancy made by Miss Barrett.

F. H. Carter's prosperity has reached a point where he feels an automobile is necessary. He purchased an Oakland last week. He is married, too.

The position of assistant superintendent, Baltimore Terminal Division, which has been vacant for quite a while, has been filled by C. M. Shriver.

Perpetual worries of some of our office force:

J. H. R.—Would you mind staying a little late tonight to get out some of this mail?
B. E. D.—Have you got your form "T's" written up yet?
L. M. H.—Can you let me have this file today?
J. W. S.—Is Mr. Hoskins in?
F. R.—Can you let me have three flats by noon?
C. H. E.—Have you got my dope ready yet? (Over the 'phone.)
F. H. C.—Is your machine running today?

In November, it may be Harding or it may be Cox
In Record Car Miles, it WILL be the Baltimore and Ohio

Mt. Clare Shops

Correspondent, MISS MOLLIE ALBRECHT *Secretary to Superintendent*

Superintendent of Shops Office

W. A. Whalen, our former chief clerk, has severed his connections with the Railroad to join that of the American Flexible Bolt Company, at Zelienople, Pa., where he will be associated with Mr. Finegan, our former superintendent of shops at Mount Clare. In conjunction with Mr. Whalen's leaving, we are pleased to report the promotion of C. W. Serp to the position of chief clerk; T. J. Collins to assistant chief clerk and statistician. We also wish to report that our genial C. E. ("Buck") Bannon has been appointed chief clerk of the Shop Order Bureau, succeeding Mr. Collins.

T. R. Stewart, recently appointed superintendent of shops at this station, is no newcomer to us, and we are glad to have this opportunity to welcome him into our fold. We are fortunate in getting such an able successor to our late superintendent, L. Finegan, who recently severed his connections with the Railroad Company. Mr. Stewart has served in various capacities in the Mechanical Department, and he is well prepared to fill the position he now takes up.

Mr. Stewart entered the service of the Baltimore and Ohio Railroad Company in 1886, as boilermaker, and was promoted to foreman at Martinsburg in 1892. He served in this capacity until 1901, when he was appointed general foreman at Cumberland, and later master mechanic at Riverside. In 1918 he was appointed superintendent



Thomas R. Stewart,
Superintendent of Shops, Mt. Clare

of shops at Cumberland, and served in this capacity up to the time of his transfer to Mount Clare Shops.

We are all with you, Mr. Stewart, for success on this big Railroad.

William Garber (better known as "Bill"), our gatekeeper at Mount Clare, has been away from duty for quite a time, because of sickness. "Bill" has been a faithful employe for nearly 50 years, and nothing short of a serious illness would ever keep him from attending the "Golden Gates." He is back with us again, and although he doesn't look quite like himself as yet, he is gradually getting better, and we are glad. Old Mount Clare wasn't the same place when we came to work in the morning, without old "Bill" there to greet us. Welcome back, "Bill."

Boiler Shop

A. F. Stiglmeier, our jolly boilermaker foreman, asked for a short vacation. Our detectives have determined the fact that most of his time is to be spent at Manning Square, Albany, New York. What the attraction is we have been unable to determine, but here's wishing you all the luck in the world, "Al"!

Engineer of Tests Office

On July 1, C. P. Van Gundy, our chief chemist, left us to become water engineer for chief of Motive Power at the Baltimore and Ohio Building. We all regret that the "Chief" has left us, after about a 30-year stay at Mount Clare. He is a man with a smile for everybody and was what the boys called a "Prince." We wish Mr. Van Gundy every success in his new position. Our loss is Central Building's gain, and we are sure that Mr. Van Gundy will soon have as many friends at the big building as he has at Mount Clare Shops.

A. J. Bitter, one of our boys, has just returned to work after a two months' leave of absence, during which time he underwent an operation for appendicitis. We are glad that the operation was successful, and that Mr. Bitter is back with us again.

H. C. Delcher (as prophesied previously) has went and done it!

W. M. Stedman has been appointed chief chemist, in place of Mr. Van Gundy. Here's wishing our new "Chief" all the success in the world.

Stores Department

It is with great pride and esteem that we present this article to the readers of the MAGAZINE in honor of the retirement of N. E. Alexander.

In 1870 Mr. Alexander came to Mount Clare and was put upon our rolls as "distributor." For 50 years he was ever the same willing, kind, attentive, manly man, looking out for the Company's interests. A few months ago, because of failing eyesight and poor health, he had to sever his connections with the Baltimore and Ohio. He arose from distributor to foreman of the Lumber yard. He is beloved and esteemed by all his coworkers and frequently comes into our midst to let us know he has the fondest recollections of Mount Clare. The clerks and others in the Stores Department presented him with an easy chair and a box of cigars, as a token of their esteem. Mr. Alexander was deeply affected and highly appreciated the gifts, replying that he knew without any doubt the feeling we had for him at Mount Clare.

So Mr. Alexander,
There is no good-bye, no farewell,
When good friends have to part,
And no words can ever tell
What is in each one's heart.
For, all through life it has to be,
While separate ways we go,
And, still we have sweet memory
Of those we chanced to know.
So while we work, and while you rest,
We will remember you,
And trust the years may all be blessed
With thoughts of you so true.

Accounting Department

The accompanying picture shows our Accounting office force at Mount Clare, composed of the following: J. M. Schuster, Miss Ethel Oursler, Miss O. L. Smith, J. J. Whelan, Jr., A. W. Shipley, H. B. Poet, L. W. Werts, Miss Ruth Banks, Miss Edna M. Garrett, I. I. Whitehill, A. M. Lapp, Miss M. S. Zimmerman, Miss K. Whelan, Miss Mae Granger, A. B. White, W. F. Dasch, Wm. Hummel, W. J. Sands, J. A. Maguire, F. T. Maguire, F. W. Meiser, Leo Gallion, G. H. Heckwolf, G. E. Childs, T. J. Jennings, N. B. Bussard, Gilbert Mercier, G. A. Cole.

We regret the loss, but are pleased to report the promotion of two clerks in the office of the accountant. D. W. Baker, statistician, is now in the office of the special accountant, J. K. Skilling, at the Central Building. R. H. Pentz is to be connected with the office of the chief engineer, L. G. Curtis. Both of these boys are worthy, and deserving of this promotion. We wish them all kinds of success.

A few days ago, A. W. Shipley, head material clerk in the Accounting Department, walked into the office all swelled up, wearing a grin on his face from ear to ear. Gossip has it that it is a nine-pound boy. Best wishes to both the kiddie and mother are hereby extended.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

O. R. Burroughs, freight and ticket agent, Aikin, Md., has in his possession the following letter which he prizes very highly:

41 South Turner Street,
Victoria, B. C., Canada.
June 9, 1920.

MR. O. R. BURROUGHS,
Freight and Ticket Agent,
Baltimore and Ohio Railroad,
Aikin, Md.

Dear Sir—Just a few lines to express our appreciation of the trip out here from Aikin. We had wonderful treatment and everything went as smooth as a clock. I certainly intend to recommend all my friends to travel that route. I was very much surprised to find the "Olympian" train so perfect and the trip over the mountains handled by the electric locomotive was wonderful.

You can refer anyone to me who is thinking of coming West, so far as the train service is concerned.

The weather here is fine and we appreciate the cool breezes of the Pacific Ocean.

Remember me to all friends and wishing you good luck,

Yours sincerely,
(Signed) R. WATSON.

The route referred to by Mr. Watson is our Baltimore and Ohio Lines from Aikin to Chicago and incidentally the Chicago and North Western came in for a compliment also. Mr. Watson was stationed at Aberdeen Proving Grounds and it was through the solicitation of Mr. Burroughs that he made the trip via the Baltimore and Ohio.

Operator E. B. Mitchell has been busy in "DO" office receiving reports from along the line on the car situation. Mr. Mitchell was a wireless operator in the Navy during the war before taking up railroad work.

The campaign in the 24-hour release of cars has been making good progress and the cooperation of the shippers and consignees has been fine.



Mt. Clare Accounting Department Force

Clerks to the trainmasters and road foremen are busy these days hiring new men for train service incidental to handling the heavy run of business over the division.

Because of increased business, some of our firemen have their eye on the right hand side of the cab for promotion to engineers.

The Baltimore Division baseball team is still unchallenged at the head of the System League. They played the Mount Clare Shop Team on July 17 at Westport Park with a score of 6 to 5 in their favor. J. B. McGovern, freight engineer, and J. F. Schlim, trackman, were the pitchers. W. L. Hall, agent at Jessup, was the umpire. The surprise of the game was when Pitcher Schlim twirled a few balls, which, of course, ended the battle. We wish to congratulate the team on their performance and clean-cut way in which the game was played.

The Baltimore Division team also crossed bats with the New York Division team at St. Denis, Md., on Sunday, August 8, with a score of 11 to 0. On the Saturday previous they played the Wheeling Division team with a score of 7 to 6.

We regret to report in these columns the death of Thomas T. Allen, one of our oldest passenger conductors running in through service to Cumberland; also the death of J. I. Clough, freight conductor, who was found dead on his caboose, and the accidental death of Engineer E. A. Murphy at Reels Mill, Md.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

We are glad to have been able to welcome back to their accustomed places Miss W. M. Tyler, utility clerk, and Edgar Miller, tallyman, both of whom have been absent for some time on account of sickness.

We welcome Carlton G. Hardy, who has entered the service as check clerk. Let us hope that he will continue with us for a good long time.

Some of our force have enjoyed short vacations, and have returned with renewed vigor for the coming Fall and Winter campaign. Miss Della Porton, waybill clerk, spent her time at Chesapeake Beach, and Miss Tyler enjoyed the salt air and bathing at Norfolk, Va., and Newport News. Your correspondent spent a few days with old friends in Connecticut and New Jersey, enjoying the good old-fashioned shore dinners that the various resorts along the Long Island shores are so justly famous for.

In connection with vacations and traveling it does not seem that it is out of place to mention something that maybe most of the readers of the MAGAZINE know already; but when you know a good thing it cannot be told too often. There is an old saying that you can best reach a man's heart through his stomach; and if this be true, then the dining car service of the Baltimore and Ohio Railroad is a very sure road to the affections of the most hard-hearted of men, through the medium of what is known as the Baltimore and Ohio Special Lunch and Dinner. If you have not already tried it, hurry up and take a trip some day on one of the Royal Blue trains and get that lunch or dinner! You will not regret it and you will be only too anxious to tell all your friends about it. The price, too—well, you will find that you could perhaps get a sandwich and a glass of Bevo for the sum that one of these luuches will cost. However, the "proof of the pudding is in the eating," and believe me, it is "some pudding."

PLUS CAR MILES MEAN
PLUS PROSPERITY



Gray's Ferry Tunnel, East Side Yard, Philadelphia

It looked last month as if Cupid had transferred his business to some other matrimonial bureau, and that our station had been placed under an embargo; but he has come back at us in right good shape during the last few days. He pierced the susceptible heart of our merry little notice clerk, Miss Isabel Hawkins, who recently took a trip to the popular Gretna Green of Washington people, Rockville, Md., in company with Mr. Melvin O. Cook, of this city, and then and there became Mrs. Cook. This was another one of those surprises that the little love god is fond of springing on us lately. Well, our very best wishes for a long life of happiness and prosperity go with the happy couple, but Isabel ought to have prepared us for the shock! The only thing that worries us now is who is going to be THE NEXT ONE!

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
R. G. ALLAMONG, *Secretary, Y. M. C. A.*
P. M. PENNINGTON, *Crossing Watchman*
RUTH M. CHEUVRONT, *Office, Mechanical Engineer*

All previous records were broken on the West End of the Cumberland Division, August 1, for eastbound movement of loads out of Grafton. On that date 32 trains were moved, consisting of 1,449 loads and eight empties.

Wilbur Hardy, section foreman on Section 27, has new ballast on both east and westbound tracks from Polk to Fayette Streets. It looks like the Great White Way.

John B. Deneen, leverman at Viaduct, "ND" Tower, is spending the summer at his farm on the South Branch near Springfield, W. Va.

"Joe" Deablehauser, yard section foreman, who has been on the sick list for three weeks, went to work on August 9. We are glad to have him back on the job again.

Martinsburg

Among the Berkeley County weddings were several Baltimore and Ohio men who fell victims to Cupid's darts.

Samuel Williams, a young Baltimore and Ohio employe, and Miss Annie Clemmons, of South High Street, this city, were married.

Lemuel Lee Prather, one of our shop employes, and Mrs. Hazel Hartshorn were married at the Winchester Avenue Christian Church parsonage. A few friends and relatives of the bride and groom witnessed the ceremony.

Robert Earl Small, carpenter, and Miss Lucy Bryan were married at the Baptist



EMPLOYES OF FORMER JOINT AGENCY, WILMINGTON

First row: C. C. Foxwell, John Lawton, Ralph Dunsmore, J. R. Simmons, George D. Boggs, Miss Susan Cathcart, U. S. G. Grason, William Shaw, Samuel Rudolph, Edward Dorsey, E. Williams, P. McLaughlin. Second row: Robert Ball, Harry Zepp, Jesse M. Ranck, W. Johnson. Third row: F. Jones, Jr., J. Jewell, "Gus" Boyer

Church parsonage, this city. The young people will make their future home at the corner of South Queen and John Streets.

Our fellow employe, Car Repairman John Kearns, has been so unfortunate as to lose his little four year old son, Stuart, whose death was caused by tetanus. Several months ago a young daughter was taken away, making the present affliction doubly hard to bear. An all-wise Providence who directs these things has some divine purpose to fulfill in the taking of these little ones. May our brother turn to the only Comforter who can heal the biting wound.

The Baltimore and Ohio men and friends of William A. Chambers, sympathize with him in the loss of his wife, who died at their home on West John Street. Mr. Chambers is a retired veteran employe and has served long years with the Company. Bereavement strikes hard in the December time of life, and our brother has the sympathy of the members of the Veterans' Association and of his railroad friends.

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

Speaking of surprise parties, about the most surprised party we have seen for some time was our supervisor himself on the evening of July 19, when a number of his friends called to celebrate his—birthday. He wouldn't tell, but they did say they counted 36 candles in the cake (they might have made a mistake too).

Cards, various games, music and a most delightful lunch (with punch!) were the evening's fun. You should have seen the ladies playing ten pins (score not to be published). Every one enjoyed it immensely, especially the supervisor, who spent some time after his guests departed opening the elegant presents left by friends.

Those who assisted in making the surprise complete include: Mrs. Julia Montrose, Mr. and Mrs. G. C. Conley, Mr. and Mrs. B. C. Flora, Mr. and Mrs. George Taylor, Mr. and Mrs. J. C. Alexander, Misses Minnie Catlett, Fannie Twigg, and Mary Robinson, Messrs. Paul K. Collins, Charles G. Worthington, Mr. and Mrs. C. L. Kittle and daughter, Carolyn, W. F. Kesler, and Supervisor and Mrs. E. E. Alexander.

Charles G. Worthington, Cornell student, was appointed special apprentice, July 17.

Paul K. Collins, of Cumberland, president of the Liberty Athletic Club, that city, has been appointed manager of the "Cross Tie-Gers." Paul knows the game and the boys are showing up well under his leadership.

We regret to have to include a fatal injury to a well-known Cumberland Division employe, Conductor George Kidwell, who was crushed under a box car when picking up loads in the Plant Yard on the night of July 24.

Mr. and Mrs. G. C. Conley were called to Renton, Pa., July 20, by the death of Mrs. Conley's brother, John Luteman, who was killed in an explosion in the Renton Mine. Mr. Luteman was employed as fire boss at the mine and lost his life with eight others in a terrible gas explosion which entombed them for several days.

Mr. and Mrs. Wilbur Shanholtz announce the birth of a son, Paul Leonard Shanholtz, on Monday, July 26, weight eight pounds.

Much sympathy has been expressed for the little son of Fireman P. J. Brill, Boyd, age two, who was severely scalded when he fell backwards into a pan of boiling water at his home on the afternoon of July 30. Dr. Twigg attended the little fellow and he is doing nicely.

Our pride, Engine No. 16, was given a general overhauling in Cumberland new shops during August. She is all spick and span now.

Mr. and Mrs. Tice Duckworth announce the birth of a son, August 8, while Mr. and Mrs. H. E. Gulick announce the birth of a son, August 9.

The coincidence of these announcements is that Howard and Tice are "buddies," both crack tiemen, hard to beat and when Tice came out smiling August 8, he felt one ahead. Imagine his surprise when the following morning Howard waltzed up to him with "you've got nothing on me."

Well, it looks like a smoke, but who's going to buy?

"The Reason Why," a Safety picture, was shown on July 29 at the Plant, by Mr. Arthur D. Gans. Mr. Gans also gave a delightful sleight of hand performance which was highly appreciated and much talked about.

Miss Edna Montgomery gave a party at her home August 9 for Miss Lucy Gurtler (Lucy won't tell, though) and from all accounts, a time to be remembered by those participating.

Games, music, luncheon and everything that makes a party a success was enjoyed. The boys are looking forward to the next one. Those present were Misses Geneva Kline, Fannie Twigg, Georgia Gurtler, Lavena Nelson, Minnie Catlett, Edith Malone, Elizabeth Sisler, May Teeters, Bessie Teeters, Exzna Montgomery and Lucy Gurtler (the important one); also Messrs. H. M. Whitford, John Smith, C. W. Short, Edgar Glover, William Sherman, Rueben Brown, Ernest Montgomery, R. Smith and William M. Kline.

"Ed" Allen, our reliable night foreman, is in the hospital suffering from a painful swelling in his right hand which the physicians believe is from an old injury. We hope "Ed" will soon be on the job again.

Switchman D. H. Talley and wife were among those from Green Spring who attended the Veterans' picnic at Edgewood Park, Somerset, Pa., on July 29.

Fireman C. C. Ricewick and wife, whose wedding was reported last month, have gone to housekeeping in the rooms over Reese's warehouse, it being the only place available. Charles hopes some one will build and rent to him soon.

Pittsburgh Division

Correspondents:

E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent

ELMER H. STOLTZ, Pittsburgh Freight Station



"Andy" Moore likes peaches. See note

We regret to learn of the serious illness of Conductor "Jimmie" Reed, who for years handled trains 5 and 6 between Pittsburgh and Cumberland.

Our old friend, the stork, recently paid a visit to the home of Mr. and Mrs. W. C. Burel, and left a bouncing baby. It it's a boy, and you are at a loss to give it a name, why not call it "Mike" in recognition of his daddy's activities on "Big Mike" engines?

J. L. Norris has been appointed road foreman of engines, and A. P. Berg has been appointed road foreman of engines on the P. & W. District.

C. J. Weaverling has been appointed secretary to Superintendent Gorsuch.

Our old friend, Homer Strome, at one time assistant chief clerk to Superintendent Gorsuch, who recently left to take up his duties at Garrett, Ind., in the Division Accountant's office at that point as chief clerk, paid us a visit a couple of weeks ago. Homer looks "fit as a fiddle," and we were all very glad to see him. Homer says he likes Garrett 'n everything, but likes to visit Pittsburgh. Absence makes the heart grow fonder. Why the deuce doesn't he pop the question, then question the pop, and end it all?



Left to right: R. W. Carter, Pullman conductor; A. G. Vannatta, passenger conductor, Pittsburgh Division for 35 years, now living in Los Angeles; Kirk Light, baggagemaster; picture taken during Shrine convention

The accompanying photo shows "Andy" Moore, the congenial and efficient Secretary to General Superintendent Keegan, surrounded by Mrs. Hetzel and Miss Lucey of the General Superintendent's office. Note the smile of contentment upon "Andy's" face, and the radiant, beaming countenances of his captors. It's Leap Year, you know, "Andy," 'n you can't tell what might happen. You have your hands full here, anyhow, eh boy?

"Old Sol" was just peeping over the hilltops when engine 5050, gayly bedecked for the occasion, in charge of Engineer George Reed and Fireman David Shafer, pulled out of slumbering Pittsburgh on her way with the "Veterans' Special" to Somerset, the scene of the first annual outing of the Veterans. This train, in charge of Conductor Chenowith, ably assisted by Brakeman H. Albright and Flagman E. C. Dodd, proceeded merrily on its way and was given a rousing reception upon its arrival at Glenwood, where a large number of veterans,



Jane and Mary

Here are two fine little girls, Jane Passmore and Mary Patrick, Master Mechanic's office, Glenwood

their families and friends embarked for a day's outing.

All railroaders aboard seemed to be there with the intent of enjoying themselves. Our old friend "Sam" Irwin made life miserable for a great many of the ladies. He confiscated a box of face powder and a puff from some unfortunate being and proceeded to decorate the countenances of all with whom he came in contact, causing much merriment and helping to add to the fun of the occasion. There were many, many people there we did not know, and many more that we did know. Everybody was there for a good time, and from the radiant countenances seen everywhere in the Park, it was evident they were not being denied this pleasure. We saw Conductor Hunt and Gateman Van Kirk chatting together under the shade of a stately elm. "Tom" Donahue was there in all his glory. We saw Chief Dispatcher Weaverling, and "Tom" Delahanty, Yardmaster Burtoft, and a host of others we didn't know so well.

When it came time to depart nearly everybody was ready—for the day had been a strenuous one—but one of much joy and pleasure. Our train pulled out of Edgewood Park at 6.45 p. m., and after a brief delay on the S. & C. Branch, we pulled out onto the main line and came to town, and we came, I'm telling you! The boys on the engine sure did give her the gas and we just had a dandy ride.

To Charles Richardson, the local chairman, his aides and assistants, belongs the lion's share of the credit for the success of this first annual outing, and to them we extend our congratulations for the able manner in which they handled this affair, which will be long remembered by the veterans, their families and friends. The day was as if made to order—perfect; the place well chosen, a beautiful park just outside the peaceful town of Somerset; the crowd, immense, jolly and well behaved, everybody bent upon having a good time. Taking it all in all, it was a huge success, and everybody had a good time, except those who stayed at home. Next year there'll be another one. You'd better figure on going.

Pittsburgh Freight Station

J. T. Campbell, assistant terminal agent, left Pittsburgh for an automobile trip to Fort Wayne, Ind., August 2, and returned on August 5. He stopped at Cleveland on his return trip and called on Freight Agent Bell. Mr. Campbell spent his spare moments while in Indiana in digging the butter out of his ears from the roasting ears he devoured.

L. W. Turner, assistant terminal agent, spent his vacation along the New England Coast, enjoying the refreshing breezes of the Atlantic, as well as the invigorating fragrance of the Maine pines. Evidently the fish were biting well, or writing material was scarce.

Miss Beck, Miss Publow, Miss Bitzer and the Misses McKie of the Local Freight office spent Sunday, August 8, in Buffalo and Niagara Falls. On the way over to the P. & L. E., "Marguerite" broke the heel off her shoe. Consequently, she was a little disabled on the trip. Miss Beck and the Misses McKie cannot understand why Miss Publow and Miss Bitzer went to the Canadian side on Sunday evening around six o'clock to spend a Canadian dime which some one had given them (it costs ten cents to cross the bridge). However, Miss Beck was not so fortunate as she brought back a Canadian quarter. Miss Emmaline McKie developed quite a liking for "Lobster" while in Buffalo. In spite of the fact that the

CAR MILES

Are you backing the Baltimore and Ohio?

CAR MILES

train was three hours late arriving in Pittsburgh, and Miss "Pubie" is hobbling about in one shoe, they all vote they had a grand and glorious time.

We are pleased to note Miss Mildred Clark is with us again.

The employes of the Pittsburgh Freight Station are "slipping away" from Pittsburgh, some on their vacation, some to higher positions and some being captured by Cupid. Mr. Korb, assistant cashier, has been promoted to chief clerk to Division Freight Agent Magill, and R. M. Johnston to the agency at Etna, Pa., and we are all wishing them success in their new positions, although we did not like to lose them from our "family."

Elmer H. Stoltz, stenographer for the Pittsburgh Revision Bureau, has been promoted to secretary to W. F. Deneke, terminal agent.

We regret very much the loss of our faithful employe, Philip Schauerhammer, who has been with us for approximately 45 years, during which period he has served the Company faithfully. He is sadly missed by the employes of the Pittsburgh Freight Station.

Mr. Sherman, of the Pittsburgh Revision Bureau at Pittsburgh, has succeeded L. T. Campbell, and is now chief of the Bureau at Pittsburgh.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*, Grafton, W. Va.

MISS MARY C. LEEDS, *M. P. Clerk*, Grafton, W. Va.

Superintendent C. W. Van Horn and family recently visited friends at Boston.

Miss Ethel Bradford, secretary to superintendent, took in the sights at Quebec, Canada. She was accompanied on her trip by Miss Catharine Snively, of the Division Accountant's office.

Miss Agnes Gocke, stenographer in Division Engineer's office, spent a much enjoyed rest visiting friends at Cincinnati.

Miss Margaret Hamilton, pass clerk, visited relatives in Baltimore, Md., and at Old Point Comfort, Va.

This division had the pleasure of a short visit from Miss Margaret Talbott Stevens, associate editor of the MAGAZINE, on Saturday, August 7.

Ohio River Division

Correspondent, MISS M. M. MOORE

You are hereby authorized to call John Rood, of the Superintendent's office, "Uncle John." He is very proud of the title.

"Kactus" Harrison, of the Division Accountant's office, meets all comers with the boxing gloves and all baseballs with the bat. Some kid!

"Happy" Arnold's advice to all young men contemplating a real vacation: "Go to Canada, young man, go to Canada."

We wonder what it is that detains our assistant tonnage clerk at the bottom of the elevator every evening after work. It would seem that it is about time for some of our young men in the office to "wake up."

We must not forget to mention our friend "[illegible]ing" Bodie, Superintendent's office. How proud he looked the other morning when he drove to work in a new Jewish Packard Sedan! At noon hour he has plenty to do, for the girls from the various offices have fallen in love with—his car.

The retiring office boy in the Division Accountant's office fears he will have to stop work a week or so early to rest up for his vacation trip. We're sure rough on 'em.

We might mention something about our ball team of the Ohio River Division. All of our games have been interesting and we were awfully sorry to have to send the New York boys back feeling so badly, but when it comes to playing ball the boys from the Ohio River Divison are way ahead of the times. They all have the "pep."

We all noticed our shop clerk, "Billy" Williams of the Master Mechanic's office, looking down-hearted the other day while attending a ball game. Upon inquiring, we found that his best girl had gone back on him. We are in hopes he will recover as "Billy" is a real good fellow and we hate to see him so blue.

"Joe" Skilling, motive power timekeeper, Chicago Division, while on his vacation, stopped off a few hours on his way from Cincinnati to Baltimore. The Division Accountant's office was glad to have him give us the "once over."

Engineer L. M. Sorrell, candidate for Congress, and Conductor C. B. Riggs, are now conducting a class on the book of rules.

C. M. Deem, car foreman, went out the other day for some cheap blackberries. After paying the Doctor for pulling the thorns from his legs, he now figures the berries cost him a dollar a quart.

"Jim" Fowler, captain of the Ohio River baseball team, is getting his boys in fine shape and expects to pull off the honors at Baltimore on Labor Day.

The bathing beach up the river is doing some fine business this year, and the mermaids are there with bells on. Ask everybody.

People "up street" have the impression that "Ed" Fortner, motive power time clerk, has become a salesman or something, but such is not the case. "Ed" just got tired of carrying his lunch in several packages.

We admire the generous style in which our office boy writes his letters. The other noon he was discovered writing on a large close ruled sheet about 18 by 20 inches. Must not have seen her for some time? Who is she, Graham?

We guess that this rush for nomination for president must have gotten to some of our own fellows here for we were all pleasantly surprised to hear that Arnold McGraw and "Bumpy" Deems had thrown their hats in the ring and started that life-long contest for president. We wish them every happiness.

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*, Weston, W. Va.

The accompanying picture is of John C. Kinton, assistant superintendent of the Charleston Division, headquarters at Gassaway, W. Va.

Mr. Kinton was born at Shellsburg, Pa., and his first railroad experience was as a student on the Pennsylvania Railroad at Bedford, Pa., where he entered the service on April 1, 1903. He was successively promoted to operator, agent-operator and relief operator. In September, 1907, Mr. Kinton left the service of the Pennsylvania Railroad to accept position as operator with the Chesapeake and Ohio, and in May, 1908, was promoted to operator and claim clerk on the Kanawha and Michigan.

In December, 1909, Mr. Kinton entered the service of the old Coal and Coke Railway, as operator. He was promoted to dispatcher, chief dispatcher, trainmaster, and finally, in February, 1918, to assistant superintendent, which position he retained when the Coal and Coke was absorbed by the Baltimore and Ohio.

Aside from having a thorough knowledge of Transportation Department matters, Mr. Kinton is an expert telegrapher, and is also an active member of the Safety and Claim Prevention Committees of the Charleston Division.



John C. Kinton
Assistant Superintendent Charleston Division

Of a quiet, unassuming character, Mr. Kinton is known for his fair and just methods in dealing with his subordinates, and for these and other personal characteristics he has the esteem and respect of all under his jurisdiction.

The most important thing we have to record this month is the various unloading drives, inaugurated by Vice-President Galloway. We have received enthusiastic assistance and support from all our shippers on the division, and we believe that every man on the division has done his share. While we are only a small division, so far as cars are concerned, still "Every little bit added to what you've got makes just a little bit more," and if the small divisions clean up a few hundred cars in these drives, the total soon runs into the thousands. Our standing for the month of May on car miles is fourth, two other divisions on the West Virginia District holding first and second places. We are driving after the CAR MILES hard, and hope to get our first place back.

A large and enthusiastic meeting of the Division Safety Committee was held on July 22, there being about 40 members and visitors present. Safety holds a very prominent place in the work of the Charleston Division, and in this connection it is interesting to note that a Charleston Division Shop—Gassaway—stands at the head of the list of shops showing no injuries during April, as against 55,043 man hours worked. Our other Charleston Division shop—Weston—stands seventh with one injury and 32,138 man hours worked. We congratulate Gassaway on its showing and hope to see it remain at the top.

Car Miles, CAR MILES, CAR MILES,
CAR MILES, CAR MILES!

The July MAGAZINE has just arrived, and we find of special interest in it the announcement that the President of our Road has been appointed Chairman of the Advisory Committee of Nine. This is a well deserved honor, not alone for Mr. Willard but for all the employes of the Company, on whom it naturally reflects. Let us do our full share to see that the confidence with which Mr. Willard relies on Baltimore and Ohio men is fully justified. So far as we are concerned, locally, there is no doubt but that it will be. Coal cars must be kept moving, other cars must be loaded and unloaded promptly; no cars must lie by on sidings with hot boxes, or other minor defects, and no cars must be left standing around idle which could be either loading or unloading; we must all do all we can to keep the wheels turning, and the car miles mounting daily towards the 30 per day. The loading and unloading of L. C. L. freight is an important matter also, and every ton added to the loading of a local car just helps the work along that much. Seventy-five of the great railroads of the country have agreed to abide by the decisions of the Advisory Committee of Nine, and there is no question but that an important step has been taken in the right direction to show that American railroads CAN and WILL operate efficiently under private control.

A new bank has been opened at Gassaway, the Farmers and Merchants, and quite a number of our boys have taken an interest in it. Construction of the building is going forward rapidly. Quite a number of new residences are also nearing completion.

S. R. Hildreth, stenographer, Master Mechanic's office, has been transferred to office of District Master Mechanic, Cleveland. His place has been filled by Ralph Wilson of Parkersburg, W. Va.

We regret very much to announce that Miss Agnes Spradling, stenographer to the division engineer, has resigned to accept a position at her home town, Mullins, W. Va. Miss Spradling was a great favorite here, as well as a member of our Division Safety Committee, and her smiles will be missed by all of us. Before leaving she was presented with a small token of regard by all the boys and girls in the division offices.

Trainmaster W. C. Deegan is a busy man these days. He is here one day and there the next. He sure intends to keep the wheels turning, and says it won't be his fault if we don't get the CAR MILES up to 30 per day on the Gauley Line.

Assistant Chief Clerk Pickens wears the smile that won't come off. He says he has picked 20 gallons of berries so far this season, and is looking forward with joy to eating them. Puzzle; if you pick 20 gallons of berries and ruin one suit of clothes, value $100, what do you save in the deal?

On the other hand Chief Clerk Schide has lost the smile he wore when he saw his photo in the July MAGAZINE. His ball team has not been doing very well lately. We regret to record that we let even Grafton lick us. Of course we don't feel quite so bad when a big team like that from the Smoky City, and that from the Central Building licks us, but we do feel bad when the Ohio River and Monongah Divisions put it over us. However, we cleaned up Mount Clare in good shape, and we never say die. Other days are coming, and Manager Schide says "While there is life there is hope."

Our friend "Charlie" Criswell, the Claim Prevention man, is very busy these days. In addition to the duties imposed upon him by Mr. Glessner, he has found time to write a little song entitled "Cars are only earning when the wheels are turning." Any evening after supper, during the hot weather, when the windows are open, if you take a stroll past the Marble Palace opposite our passenger station at Weston, you can hear "Charlie's" melodious voice floating out of the window, to the refrain above mentioned. The State Hospital is right opposite "Charlie's" office, and we are told that the patients are charmed to sleep every night by his music.

One of our young ladies here (names not mentioned, but initials *might* be M. H.) seems to find Love's journey somewhat rough and rocky. We notice that some days she wears that pretty little ring on the third finger of her left hand, other days on the right, and even on other days she leaves it at home altogether. Observant, are we not? Well, that's our duty as the historian of the division. We presume that the place to wear a ring, and the place not to wear it must be decided by what happens the evening before. Cheer up, old friend, it will not always be so. We can assure you that he thinks of no one but you, so why worry? If we were in your place we'd put it on the proper finger and let it stay there, come storm or come calm, and it will all come out right in the wash.

Have you read the new "Safety Flashes?" Mr. Begien's "Pass it along" is well worthy of your consideration. If you don't get your copy, let us know and we will see that you do. Read Mr. Begien's speech in the

Guaranteed for Life



ONLY $1.00 DOWN

Send coupon with $1.00 for this Wonder Pure Aluminum Set. Extra heavy weight. 99.4% pure aluminum. Absolutely guaranteed. Seamless, sanitary, easy to clean. Guaranteed for life. It will not flake, chip, peel or corrode—heats quickly and evenly and saves fuel. Shipped direct to you for 30 days trial on our special offer. The only way to appreciate this wonderful bargain is to see and use this set. Let us ship it to you right away. Only $1.00 down—then $2.50 per month. Total price $21.45. Send the coupon now.

This Wonder Set consists of 1 6 quart tea kettle (2 pieces); 2 9-inch pie plates; 1 Combination cooker set (3 pieces), can be converted into a steamer or double cooker, sauce pan with cover, handled extra deep roaster or Dutch oven, and covered baking dish; 1 1-quart sauce pan; 1 3-quart lipped sauce pan; 1 10-cup percolator; 1 cereal cooker or rice boiler, 1½ quart capacity, (3 pieces). Shipping weight about 15 pounds. Order by No. A-134. Send for this set today.

Money Back If Not Satisfied

30 days free trial in your own kitchen. If satisfied pay balance at only $2.50 a month. If not, return to us and we will refund your $1.00 and freight charges both ways.

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Dept. 5256, Chicago, Ill.

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Don't miss out on this big bargain. Don't put off sending for this Wonder Set at this very low price. Make your kitchen work a pleasure. Send this coupon now—today!

L. FISH FURNITURE CO. EST. 1856

L. FISH FURNITURE CO., Dept. 5256 Chicago, Ill.

Enclosed is $1.00. Send me your Wonder Aluminum Set No. A-134 on 30 days' free trial. If satisfied I will pay the balance at $2.50 per month. If not, I will return the set to you and you will immediately refund my $1.00 and freight charges both ways.

No. A-134—$1.00 down, $2.50 per month. Complete price, $21.45.

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If you only want Furniture, Rug, Stove, Phonograph, and General Household Catalog, put X in box ☐

July number, its well worth your careful consideration. Don't forget that our end and aim is to make the Baltimore and Ohio the best and the safest railroad in the country, and that our motto, day in and day out, is "SAFETY ABOVE EVERYTHING." Keep this before you, and you will see where our list of personal injuries goes to. It will be down to "ZERO," where it belongs.

Passenger Engineer W. L. Criss and his wife recently spent a couple of weeks down in North Carolina. Both report a most enjoyable trip.

Miss Inez Young, file clerk, Superintendent's office, is starting on a two weeks trip "back to the farm" at Milliken. She will have many interesting tales to tell in next month's MAGAZINE.

Last and not least, the car distributor, C. W. Dixon, accompanied by his wife and daughter Gladys, is about to leave on a trip to Cleveland, and other points in that vicinity. The Charleston Division correspondent is going to hold down the desk where they try to make everyone believe they have a good car supply, even when they have none, for a couple of weeks, or at least try to. If, therefore, you do not see any notes under the Charleston Division heading in the next MAGAZINE, you will understand just what has happened, and know that some irate coal mine operator, or lumber dealer, has come in and wiped out the acting car distributor, leaving nothing but a small grease spot to show where once sat yours truly.

On July 24 and 25 we were visited by one of the worst storms which has occurred in this vicinity for some time. The water rose so rapidly at Orlando that a freight train on the Elk Line was caught and could not move either forward or backward, slight damage being caused to contents. The water reached a height of five feet four inches in the passenger station at Orlando, rising so rapidly that all that Agent Allman and his assistants could do was grab a few tickets and money, and hike for the high ground. Track was quite badly washed and damaged, but through the energetic work of "Major General" Brooke, with his assistants, Supervisors Harrington and Westfall and Road Foreman Marsh, the track was soon put in shape and trains running as usual.

Due to the storm, a Freight Claim Prevention Meeting, which we had arranged for Sunday the 25th, with the object of giving all the boys at our smaller stations an opportunity to be present, had to be abandoned. The regular meeting, however, was held on the 29th, and we had about 20 agents, officials, and others present. We were glad to note among others Conductor Kiddy, Platform Foreman Hacker, Delivery Clerk Bock and Trucker Fitzpatrick, which shows that interest in claim prevention is prevalent all along the line. Subjects of interest discussed were: The proper marking of wool (the carelessness in handling this has been the source of many claims in the past); handling of flour in paper sacks (another claim breeder), and how to avoid damages due to defective equipment. Don't forget that Chairman J. P. Ryan, Mr. Criswell, Mr. Hoover, Mr. Peters, and the superintendent are always anxious to hear from you when you notice anything which might be corrected, and so avoid the payment of heavy damages, and reduce the exhorbitant toll we are now paying on this account.

The girls say your correspondent does not give them enough space in his notes, and so he has interviewed them, and presents the following "Famous Sayings of Famous Girls on the Charleston Division." Long after we are gone, these sayings will undoubtedly have become important, and will be carried down to posterity in the archives of the Charleston Division.

Miss Young.—I'd like to be a soldier.
Miss M. McCormick.—There's no place like Orlando.
Miss Keller.—Don't you think it's just *grand* to be a brakeman on a passenger train?
Miss Hayden.—Say those words again!
Miss Tierney.—This is *my* Saturday afternoon off.
Miss Miller.—Yes sir, I find baggage checking very interesting work.
Miss Rice.—Hello, Central, give me Gassaway.
Miss Justis.—Give me just one more derailment report to write Mr.——— and I'll die happy. (?)
Miss A. McDermott.—Yes, I was in Wheeling yesterday, my *brother* (?) lives there.
Miss B. McDermott.—Oh where oh where is that pocket book gone?
Miss Paisley.—I like Gassaway fine, but not while the Transportation Time Bureau is in Weston.
Miss Hickman.—Waltz me around again, "Willie."

GREATER CAR MILES
Means Greater Service

The division accountant has about decided to close up his accounting school and open a matrimonial bureau, as little Cupid is raising havoc with his force. Miss Janet Longwell, fuel clerk, and Mr. Karl Lehnes were married recently. Mr. Lehnes is a machinist in Gassaway Shops. Miss Virginia Irwin, of the Motive Power Bureau, and Mr. Bret Bailey of Akron, Ohio, were joined in wedlock. We extend our congratulations to the happy couples, and our sympathy to the division accountant.

Miss L. Printz, stenographer to the division accountant, has resigned and gone to Milwaukee. She is replaced by Miss Mary Pickens.

Relief Agent Davis suffered painful injuries from a fall while in discharge of his duties recently. He has entirely recovered, however, and is back on the job.

We extend our sympathy to Trainmaster J. D. Nicholas on account of the serious illness of his wife. We are glad to report she is making satisfactory progress toward recovery; as also is Mrs. W W. Young, wife of our dispatcher at Gassaway.

The family of Master Mechanic Baldinger has spent some time camping on the upper Elk River. The master mechanic managed to get a day with them once in a while and reports the fishing good. We hope to hear some fine "fish" stories when the snow flies, and we gather around our fireside, or rather, our gas stove, this winter.

In conclusion, we again appeal to each and every one on the Charleston Division to keep the wheels turning. Drive the CAR MILES up whether they want to go or not, send along your suggestions to the superintendent, report every car you see anywhere. No matter if it is O. K., if you have any suspicion that it is not, tell us, and we will look it up; better to look up 100 cars and find them all right than to leave one standing somewhere for a day when it might have been earning its keep. Let us show Mr. Willard that the Charleston Division to a man is with him heart and soul in the great campaign he is making, and let's make him proud of his railroad and everybody connected with it. Let's make our slogan:—

FOR THE HONOR OF THE BALTIMORE AND OHIO AND THE CHARLESTON DIVISION, NO CARS WILL BE DELAYED HERE.

Keep this in mind every day and see what the result will be.

Western Lines

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

A mistake in the June issue of the MAGAZINE in the announcement we made of the arrival of a son at the home of yard clerk George Ernst of Stock Yards. We have since learned that the new arrival is a promising suffragette. She's just in time!

The accompanying photograph is of "Eddie" Hoffman, better known as "Dutch Eddie," yard clerk at Stock Yards. "Eddie" recently amazed the bunch at Stock Yards by appearing on the job one morning all dressed up in a wrist watch. Elmer had better brush up as "Eddie" is about to take his place in the limelight.



"Eddie" Hoffman

Ralph Diamond, yard clerk at Elmwood, is entertaining his friends in a new machine he recently purchased. Ralph is in daily training to lower the record between Elmwood and Carthage. George Fitzer, caller at Elmwood, who claims to be an authority on speed, concedes that Diamond can easily lower the record. Of course, Fitzer should know as he recently called up the Safety director of the city to get permission to walk an old thoroughbred to Stock Yards. The reason he obtained permission was that he was afraid the horse would fall down and he would be put in the "jug" for tying up traffic.

We are glad to cancel our George Ford's name off the sick list. He has been absent from the repair track since April 7.

We are glad to report the new record established by our noble painters, Charles E. Burke and Milton V. Guard, in restenciling and repainting the entire body of Baltimore and Ohio hopper car 133442 in six hours.

Transfers which occurred within the last month, are as follows: C. Johnson, transferred from Storrs, Ohio, to Brighton, Ohio; H. Hafertepin, transferred from Brighton, Ohio, to Storrs, Ohio; J. Streitenberger, transferred from Storrs, Ohio, to Mill Street.

Our assistant bill clerk, Mrs. E. R. Swepton, has spent several weeks on the coast and in the wilderness of McArthur, Ohio. She can be placed on the ballot as a candidate for president of the "Corn Fed Club."

John Crowe attended a party in Lick Run the other night and one of the games played was called "making funny faces." The participants in the game each tried to outdo the other by making as funny a face as possible, and after looking them over carefully the host awarded the first prize for the funniest face to John. "And the funny part of it was," says John, "I wasn't even playing."

"Gus" Holzkemper was strolling down Vine Street the other evening, mentally figuring up his back pay, when he was approached by a seedy looking individual who attempted a touch in this manner; "Say, boss, kin yuh gimme a dime fer a feed?" "Well," replied Gus, "show me where you can get a feed for a dime and I'll go with you."

John Holcraft—"Ah, love makes the world go round."

George Maloney—"Two drinks of raisin jack will have the same effect."

Eddie Hoctor—"Do you care for indoor sports?"

Elsie Gang—"Yes, if they know when to go home."

Ruth Grueninger's affinity calls each eve
With his demon of tin
With its rusty works within—
Who was it said Henry Ford never made
Happy Hearts?

Frank Nock, assistant chief clerk in the Superintendent's office, was recently roaming around the vicinity of the Union Depot, on Third Street. A large colored woman was standing holding an aluminum cup in her hand. Frank, in his usual charitable way, dropped a coin in the cup and was surprised when the colored lady admonished him for the act. Mr. Nock explained that she was holding the cup in such a manner that he assumed that she was soliciting alms, at which she retorted very hotly, "Alms? Why man, a penny ain't no alms. What can you all buy with a penny? This here cup is my drinking cup which I use when I travel."

A Job for Scotland Yard.—A very fine box of Perfectos missing from "Joe" O'Donnell's desk. Anybody that can add any information regarding the disappearance of the cigars, will please let "Joe" know.

Some people are as much at home at a ball game as the well known pig is in a parlor. Recently several employes of the local Freight office were the guests of "Joe" Beel at a close game between Brooklyn and the Cincinnati Reds. Mr. Cordie at about the seventh inning wanted to know "When 'Babe' Ruth bats." "Joe" O'Donnell explained that Ruth did not play with the Brooklyn team, that he was a member of the New York "Giants" that followed the Brooklyn series. Oh, what a crowd of baseball fans we have in the local office.

"Johnny" Weithoff, yard clerk at Elmwood, slipped away one beautiful day in July and joined the happy band of benedicts. "Johnny" is an ex-overseas veteran, and the best wishes of everyone go with his new venture.

Harry Fisher and "Bill" Buckeye, yard clerks at Elmwood, have been off several weeks on account of illness. We are glad to learn that each is convalescing.

Love bees seem to be flittering around the vicinity of the Car Record office. "Eddie" McGinnis and Malcom Hathorn seem to be the flowers, the object of their endeavors, and if we have the correct information, we can anticipate something serious will happen in the future.

As "Bob" Jennings would say, "It is none of our business," but we wonder why Miss "D" is so anxious to keep the door leading from Superintendent's office into the Local office open. Sometimes we look through the doorway and can see a tall man occasionally gazing into the Superintendent's office. We do not know but probably this is the cause of Miss "D's" anxiety. Anyway this has nothing to do with the same couple standing in the hot July sun for a half-hour unmindful of the heat.

Things We Would Like to See

"Veit" Lintner with a crease in his trousers.
Sue Elmore in tights.
Bessie Henry shimmying.



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☐ Traveling Engineer	☐ R. R. Agency Accounting
☐ Traveling Fireman	☐ R. R. Gen'l Office Acc'ting
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ Cert. Public Accountant
☐ Round House Foreman	☐ BUSINESS MANAGEMENT
☐ Trainmen and Carmen	☐ Private Secretary
☐ Railway Conductor	☐ Stenographer and Typist
☐ MECHANICAL ENGINEER	☐ SALESMANSHIP
☐ Mechanical Draftsman	☐ ADVERTISING
☐ Toolmaker	☐ Railway Mail Clerk
☐ Machine Shop Practice	☐ CIVIL SERVICE
☐ Gas Engine Operating	☐ ELECTRICAL ENGINEER
☐ CIVIL ENGINEER	☐ Electrician
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☐ R. R. Constructing	☐ Elec. Lighting & Railways
☐ Bridge Engineer	☐ Telegraph Engineer
☐ ARCHITECT	☐ Telephone Work
☐ Architectural Draftsman	☐ MINE FOREMAN OR ENG'R
☐ Ship Draftsman	☐ Stationary Engineer
☐ Contractor and Builder	☐ AUTOMOBILE OPERATING
☐ Structural Engineer	☐ Auto Repairing
☐ Concrete Builder	☐ Good English ☐ Spanish
☐ CHEMIST	☐ AGRICULTURE ☐ French
☐ Mathematics	☐ Poultry Raising ☐ Italian

Name _____

Present Occupation _____ 7-26-19

Street and No. _____

City _____ State _____

"Cliff" Backer lose on the Reds.
J. J. O'Donnell with some hair on his head.
Mr. Powers chewing gum.
"Charlie" Buxton with a hair cut.
George Grogan riding a camel.
"Billy" Cox and Colonel Walker dining at Gibson Alley.
"Charlie" Buxton spending a quarter.
John Holcraft dancing.
"Jimmy" Daly dancing with Miss Doty.
"Ed" Plaggenburg with a jazz bow and a new line.
Irvin Kennedy with his two Janes from Philadelphia.
Francis Kennedy with a Smile.
"Bill" Dean working.
"Rube" Ellis with a clean collar. (Ask RAG.)
Marie Oliver vamping the fellows.
"Charlie" Taack dancing with Miss Weber.
George Maloney with his coat off.
Erwin Hein pushing a baby carriage. ("Good-bye boys I'm going to be married tomorrow.")
"Tom" O'Brien getting to work on time.
Paul Kemp stepping out at Doyle's Dansant with his rubber collar and his red bow tie.
"Jim" Dresback in a dress suit.
J. J. O'Donnell telling "Jimmy" Daly to work on Saturday.
Frank Ruwe oiling his cork leg.
"Bill" Richter weighing 200 pounds.
Roy Steinwart walking from Wyoming, Ohio, at 1 a. m.
James Garner with less work.
Ruth Grueninger walking fast.
"Gus" Sands with his mouth closed.
"Ben" Hofmann as an undertaker.

New Castle Division

Correspondents

A. C. Harris, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
P. W. Adams, *Telegraph Operator*
O. C. Bedell, *Telegraph Operator*

Superintendent Stevens has returned from a well earned vacation spent at Crooked Lake. It is a little early yet, but no doubt as the leisure develops and the various adventures begin to properly shape themselves, new tales will be unfolded concerning the wily tribe that inhabits the waters there.

The New Castle Division Safety Committee held its regular meeting in New Castle on August 10. In the absence of Mr. Stevens, Trainmaster C. P. Angell had charge of the meeting. With all the other disturbing factors in connection with the operation of the division, such as labor shortages and heavy movement, nothing has been permitted to interfere with the plans for Safety work and the attendance at the meeting. The enthusiasm of the members and the work accomplished by the committee is gradually having its effect in attracting the attention of the employes over the division and winning support to the Safety movement.

The campaign for increasing car miles has been entered into on the New Castle Division with the hope of setting some new high records. Various plans have been formulated and will be carried out with the intention of keeping the cars moving and eliminating unnecessary delays. It is realized that planning is not enough in itself to bring results and that hard work in carrying out the plans is necessary to success.

The New Castle Division Reserve Corps is increasing rapidly. During the month of August two new members were added to the roster by the arrival of a new boy at the home of Train Dispatcher J. H. Haun, and a new girl at the home of Assistant



J. W. Sharp
Track supervisor, Fredericktown to Sandusky

Foreman "Jack" Urmson of the Maintenance of Way Department. Around New Castle Junction the air is still blue with the smoke of the fancy cigars that were passed.

Agent H. H. Smith, of Newton Falls, Ohio, was suddenly taken ill at his home on August 7. His many friends join in wishing him a speedy recovery, as the station at Newton Falls has a strange appearance with Mr. Smith among the missing.

Everybody else on the Railroad plus YOU means GREATER CAR MILES

R. B. Viehdorfer, formerly agent at Sterling, Ohio, has taken over the duties of supervising agent of the New Castle Division in place of A. D. Griffith, promoted. The work so splendidly carried on by Mr. Griffith has been left in capable hands and it is certain that the New Castle Division will continue to make improvement in the handling of claims. It is a matter of record that through the efforts of the supervising agent and the Freight Claim Prevention Committee there has been a consistent decrease in the number of claims filed and the amount of money paid out. Every effort will be made to continue this work.



"Tony" Burrelli
Four-months-old son of John Burrelli, machinist helper, New Castle Junction Shops

Newark Division

W. E. Laird, *Chief Clerk*, Newark, Ohio
A. D. List, Newark (Ohio) Shops

The accompanying photograph is of J. W. Sharp, supervisor, Lake Erie Subdivision No. 4. "Johnny" usually wears "the smile that won't come off." However, the camera man was too much for him, as the picture shows him about half inclined to be sober, and he has cap exactly "on straight."

Forrest Stewart has accepted a position as maintenance of way clerk in the office of the Division Accountant.

J. S. Price recently returned from his vacation, most of which he spent riding in day coaches in order to save hotel bills. But we know John can sleep most any place.

L. J. Savey has been transferred to the Wheeling Division.

Melvin Lytle has accepted the position of messenger in the Division Accountant's office.

Gilbert Foley has accepted a position as maintenance of way clerk in the Division Accountant's office.

We are all glad to see "Pat" Hunt back again at his desk after being absent for several months on sick leave.

Ray Shaw has accepted position of stenographer in the office of the Division Accountant.

Cleveland Division

Correspondents

A. F. Becker, *Secretary to Superintendent*, Cleveland, Ohio
Amy A. Ford, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

The accompanying picture is that of Miss T. B. Heller, pass clerk in the Superintendent's office, taken while on her vacation trip to Niagara Falls.

A. F. Grobarick, chief clerk to Terminal Trainmaster Gensley at Cleveland, joined the army of benedicts on June 29. "Andy" is the man who always claimed that no girl could catch him, but it is the same old story, "They all fall sooner or later."

We believe Cupid is working some overtime in the Clark Avenue office. Each Monday morning several of the clerical force show signs of there having been bon bonning the night before, but we would rather you would not say anything about this to Beulah or Katherine. By the way, "Charley" Berg has a cold that is peculiar for this time of the year.

Massillon

Roundhouse Foreman Emerson Polen had his vacation last month and had some good fishing while he was gone. They say he caught some fish as large as six and eight inches long. Whoppers, Polen!

Conductor J. W. Seiber has been ill for the last few weeks at the Massillon City Hospital with typhoid fever. We want to see you improve quickly, "J. W.," and to have you back on the job soon.

The Freight Claim Prevention Committee of the Cleveland Division held its meeting at Massillon during the month of July in the committee room of the Chamber of Commerce. The meeting was presided over by Chairman A. J. Bell, Cleveland, and E. J. Crampton, Massillon, Ohio.

Numerous matters pertaining to freight claim prevention work were thoroughly discussed by the committee, there being a large representation of agents and other representatives present at the meeting. Luncheon was served to the members at Hotel Conrad.

Miss Ethel Donohoe, report clerk in Local Freight office, has been confined to her home on account of illness. The force is anxiously awaiting her return to duty.

Conductor R. L. Long has taken a three-month leave of absence, and has gone into the automobile business. We wish him much success.

Agent Crampton worked his freight house forces on Sunday, August 1, in order to get equipment released ready for prospective loading on Monday morning. They released quite a number of cars and made a very creditable showing.

The Divisional Safety Committee held its regular monthly meeting at the Conrad Hotel, Massillon, on July 19. J. E. Fahy, assistant superintendent, presided. The



Miss Heller, office of Superintendent

meeting was well attended by the members. Among the visitors were W. J. Head, Safety agent, Northwest District, and Agent Crampton of Massillon. The committee had luncheon at the hotel after adjournment of meeting.

Miss Thelma Nolan, who formerly worked at our local Freight office, but who has been working in the Wheeling and Lake Erie office since the dissolution of joint work at Massillon, has signed a contract, and now has a new partner. We wish you good luck, Thelma.

Chicago Terminal

Correspondent, THOMAS H. WILLIAMS

Every year W. H. Kilbourne, electrician, Grand Central Depot, departs for a place unknown to anyone but himself for his usual fishing trip. Just like Scotty of Death Valley, who goes down into the unknown parts of the earth and, after several days, returns laden with gold, so does Kilbourne drop out of sight and on his return give us such account of the fish he catches and of the trouble he has in carrying them, that it would be well for all fishermen to try and wiggle this secluded spot out of him. The device he takes with him for catching this unheard of fish was shipped two weeks ago to Wisconsin. It consists of bell, short circuiting coils, circuit breaker and overload coil. It works as follows: after the fish is on the hook, ring the bell, wind in the line and the overload coil trip breaker. If the load is too great in order to bring in fish, more dry cells are added to line, overload coils set lower, and fish are hauled into boat without any effort on Kilbourne's part.

Roymane Whitmer and "Gus" Wilsmen journeyed on their vacation throughout the West. Salt Lake City, San Francisco and Los Angeles were a few of the places visited. While in Hollywood, Cal., they had a narrow escape from being kidnapped and put in the movies. Some of the young ladies in the Car Accountant's office were recipients of priceless souvenirs sent by the young men from Salt Lake and Pike's Peak.

While "Dan" McNeill was spending his vacation in Michigan he won the Derby with his trusty steed, "Sitting Bull." We understand "Dan" is quite a jockey, and has ridden many a horse.

Miss Cort's Fliffer

A change has saddened old Barr Yard,
For no one seems the same;
And no one yet has solved it—
Just who, or what's to blame.
Some say this and some say that,
No matter how we differ,
I'm almost sure the cause is this—
Miss Cort has got a fliffer.

Before, it was a pleasant trip,
To hike across the track,
And meet the smiling office force,
(I hated to come back).
But now it's scowls and grave-yard looks,
(Gee, I'd like to biff her)
For Neff has got a bull dog smile,
And—Miss Cort has a fliffer.

Yard Clerk Jimmie has a grouch
And never leaves his place,
While Parlberg has a hangman's look,
A smile would crack his face.
And poor La Baun is quiet now,
While Barlow's face grows stiffer;
There's no more joy in old Barr Yard,
Miss Cort has got a fliffer.

Martin Schaut, tank foreman, Lincoln Street, who has been on the sick list for the last three months, has returned to work.

It is with sincere regret that we announce the death of Michael Larney on July 5, from a complication of diseases. Mr. Larney had been in the employ of this Company a number of years and during the past 12 years had been supervisor of gates, which position he filled in the most capable manner. Mr. Larney had a host of friends among our employes who offer their deepest sympathy to the bereaved family.

Lawrence Kennedy, brakeman, working out of Robey Street, fractured a leg and broke several ribs July 16 while on duty. He was removed to St. Luke's Hospital.

And still they fall—but then one can't blame Machinist D. Graham, when, on June 12, he married as good a girl as Miss Myrtle Buell. We wish Mr. and Mrs. Graham all the happiness in the world.

The boys are all glad to see the smiling face of Yardmaster Walsh back on the job. Mr. Walsh has just returned after having been operated on at the West Side Hospital.

Harry Litterest, stenographer in the Accounting Department, is wont to sneak away at frequent intervals and take trips to Kalamazoo. Harry says he is interested in some real estate in that section of the country, but we believe the real estate he has reference to is a sequestered nook in the park where he may look undisturbed into the eyes of some Michigan damsel. We advise him to look before he leaps.

"Mike" Hajlk, assistant timekeeper in the Transportation Department, finds it necessary to bring the pay rolls up to the Auditor's office and talk shop (?) with a certain young lady. Watch out "Mike," she has the reputation of being a heart-breaker.



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Send No Money Write today. Shirts will be sent at once, transportation prepaid. Pay only $5.75 on arrival—no more. Money back at once if not more than pleased with the wonderful value. Be sure to give neck-band size.

BERNARD-HEWITT & CO. Desk F.S. 369 430 S. Green St **CHICAGO**

L. H. Reinke and family spent a week on an auto trip to Lac du Flambeau, Wis., a very delightful trip of about 1000 miles. He could not resist the temptation to do a little fishing and even though the time was short he managed to go out after and land a musky on his last day up there. It weighed only 11½ pounds.

"Vic" Hanson is going to spend his vacation at Dixon, Ill., pushing the "Perambulator." As it is quite hilly there, he will have rest part of the time, at least—going down hill.

Margaret Watts and Rose Welch, Engineering Department, spent the Fourth at Holland, Mich., at the latter's home. Margaret fell hard for the "Wooden Shoes," especially "Bill," whose Ford she drove during the entire visit; however, the interest was mutual if we are to judge by the letters arriving from that source.

On July 12, George H. Rosenberg, general foreman, East Chicago, and Henry Roser, machinist, had a very unfortunate accident. While returning from work in Mr. Roser's machine, they tried to cross in front of a westbound street car, which struck their auto, knocking it in front of an eastbound car. It was necessary to remove Mr. Rosenberg to Englewood Hospital, where he is steadily improving. Mr. Roser was more fortunate; he only received a few bruises.

We regret to announce the death of William F. Rothwell, assistant car foreman, East Chicago. Mr. Rothwell had been sick for some time and a few weeks ago went to Garrett with the hopes of improving. He passed away on June 12. We all extend our deepest sympathy to the bereaved family.

Russell Barron, late of the Navy, and one of the popular young firemen at East Chicago, took a long leap the first part of June with Miss Anna Kwasug, a popular young lady of East Chicago. Mr. and Mrs. Barron are on an extended trip through the East.

Chicago Division

Correspondents

F. N. Shultz, *Division Operator*, Garrett, Ind.
Esther J. Spreenberg, *Clerk*, South Chicago
Margaret Galloway, *Assistant Shop Clerk*, Garrett, Ind.
R. R. Jenkins, *Secretary, Y. M. C. A.*, Willard, Ohio
P. H. Carroll, *Signal Supervisor*, Garrett, Ind.

Chicago

Thomas J. Slater, our timekeeper for Chicago freight handlers, who recently returned from military duty in Russia, where he fought the Bolsheviki with the thermometer 40 degrees below zero and snow ten feet deep, suddenly disappeared from our midst and was gone for ten days more. When he returned he wore the smile of the small boy eating watermelon. On inquiry we found that on June 23, he and Miss Mary Malone of 6341 Justine Street, Chicago, had been married. All join in wishing them a pleasant and prosperous journey through life.

South Chicago

Office of Assistant Agent

We regret to announce the death of George J. Parks, operator at South Chicago for many years. Mr. Parks was well-known and highly esteemed and his associates at South Chicago feel his loss deeply.

Mrs. Bertha A. Phelps, for a number of years an employe at South Chicago Station, was transferred on July 3 to the office of G. A. Upton, division freight agent at St. Paul, Minn. Her absence from the office has cast a certain gloom over us all, for we miss her greatly, but wish her much success in her new position. Before leaving the office, Mr. Altherr, our agent, in behalf of the office force, presented her with a beautiful silver mesh bag, and bespoke our regrets at her leaving us. Mrs. Phelps was correspondent for the Magazine for several years and we know that the Editor will feel her loss almost as much as we do. ("Aye, aye," says the Ed., "but we hope to have Mrs. Phelps act as one of our "foreign" correspondents now.")

Edward Murphy, chief clerk to Trainmaster Huggins, is walking around with a broad smile on his face. A dandy little girl made her appearance in the Murphy home on July 29, so why shouldn't he smile?

Still another one has deserted us. Paul Wegener, chief claim clerk, has purchased a farm at Crown Point, Ind., and has forsaken us for the "quiet farm life." We wish him much happiness and success in his new undertaking.

Miss Veronica Pluard is back at her desk again after an illness of some duration and we are pleased to have her with us once more.

J. S. Cusick has succeeded Mrs. Phelps in the position of statement clerk, James Crinion taking Mr. Cusick's position as interchange clerk.

In BASEBALL it may be the "Indians" or it may be the "Reds"

In Record Car Miles, it WILL be the Baltimore and Ohio

Willard, Ohio

On August 3, Fireman Clarence Burns quietly took unto himself a wife. This was a great surprise to us all, for Clarence always claimed that he would be a bachelor. She must be a mighty fine girl, or Clarence would never have fallen for her.

They can make anything of a fireman. Earl Zimmerman believed this when they made a brakeman of him.

Ohio Division

Correspondent, A. E. Erich, Chillicothe, Ohio

Born to Mr. and Mrs. Leslie Trego, on July 11, a bouncing baby boy. The proud father is a car repairer. This is the first arrival.

"Andy" Orth, age 72, formerly baggagemaster at Chillicothe, passed away on July 17. He was retired on pension several years ago. "Andy" was well-known and had a host of friends who extend their sympathy to his family.

On July 8, C. C. Steinhour, while working in the foundry at Chillicothe, was suddenly stricken with acute indigestion and died before medical aid could be administered. Employes at Chillicothe extend their sympathy to his wife and family.

It is with regret that we report that R. M. Hodges, brakeman, while at work in the Portsmouth yards, had the misfortune to fall under moving cars and get his right arm crushed so badly that amputation was necessary. He is recovering.

William Chandley, blacksmith, who was painfully injured a few weeks ago when a cutter which he was using broke and a piece of steel inflicted two wounds in his right leg, is again back on the job.

It is with great regret and profound sympathy that we announce the death of Thomas P. Bresnahan, on August 1, due to a complication of diseases caused by the influenza, which he contracted a year ago last December. He entered the service as boilermaker's apprentice in January, 1883; was transferred in January, 1885, to freight fireman, promoted to freight engineer in October, 1890, and to passenger engineer in March, 1910, in which capacity he served until he was compelled to lay off because of ill health. Our sympathies are extended to his bereaved family.

O. E. Sorgius, chief clerk, and a disciple of Isaac Walton, while spending the week-end pursuing his favorite pastime, claims to have been the conqueror of a *giant* cat fish. As proof of his prowess he exhibits the accompanying picture of himself and his victim. However, thereby hangs a tale: The day was still and calm, not a sign of a cloud in the sky; the Scioto River was placid. About five p. m., Sorgius claims to have made his catch. He then immediately rowed to the shore and had the picture taken. To make his catch safe it was rigged with yards of rope, fastened to a huge log which was supposed to be securely anchored. Alas and alack, the sky became overcast, the wind blew, the rain came down in torrents, Sorgius scurried to shelter and left his prize in the turbulent waters, which rose with great rapidity. And at last, when the storm had subsided, so that he could venture forth and once again gaze upon his beloved prize, all that greeted him was water, the stream having become seven feet higher. He immediately patrolled the stream in his canoe but without success. This is his story—what is your verdict?

We were indeed fortunate in having J. T. Broderick, superintendent of Safety, with us at our July Safety Meeting. His talk was very interesting, and all the members agreed that it was one of the best meetings held for some time. We would like to have Mr. Broderick visit us often.

When it comes to love for birds, Steel Car Foreman Thomas Swaney has it. Recently he adopted a mother whip-poor-will and her two young ones. Good Luck, Thomas.



D. E. Sorgius, chief clerk to Division Accountant, enjoying his vacation



O. M. Allen, Agent, Butlerville, Ind., and son, John William

Nelson Bochard, car builder, during the recent blackberry season picked a three gallon pail rounding full of the precious fruit. He placed this pail under a tree until time to return home, but unfortunately could not find it again. While he is of the opinion that some one accidently picked this up, we believe that he forgot which tree he had placed it under, as he states all the trees seemed to look alike when he discovered his loss. Nevertheless, blackberry wine is said to be very fine.

R. R. Kibler, agent at Washington Court House, has been elected chairman of Freight Claim Prevention Committee, and H. E. Coffey reelected secretary of this committee. Standing invitation is given all interested to attend these meetings, which are held at Chillicothe on the second Friday of each month. Encourage the newly elected officers by your attendance and let's stop "Freight Claims."

We noticed that the Yellowstone National Park authorities have had considerable trouble with tourists who persist in carving their initials on the park property, and that some arrests have been made. At the time this was published Miss Eva Eberle, stenographer in Superintendent's office, Chillicothe, was touring Yellowstone. We are wondering if the initials E. M. E. were found and if any trouble was caused thereby.

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*

Seymour

"Red-haired" Stants, motive power timekeeper, who has been suffering with the barbers' itch, has fully recovered. Everyone whom "Red" met had a new remedy, and as he has tried them all, he says he can't tell what cured him. Next time he meets a fellow with the barbers' itch "Red" is going to say, "I'll tell you what will cure that; just get some cigar ashes, Vick's salve, flaxseed, blue vitriol, sugar of lead, zinc ointment, night shade, polk berries, ginger, prussic acid, dog soap and Sloan's liniment."

On August 5, the stork, when visiting the residence of A. M. Lucas, freight brakeman on West 8th Street, was quite generous, leaving twins, a son and a daughter.

Chester Spilman, fireman, East 2nd Street, is also the happy father of a son, born on August 5.

The accompanying picture is of O. M. Allen, agent at Butlerville, and his son, John William, age 2. Mr. Allen has been in service since May 23, 1910, and has been filling his present position since June 29, 1916.

Illinois Division

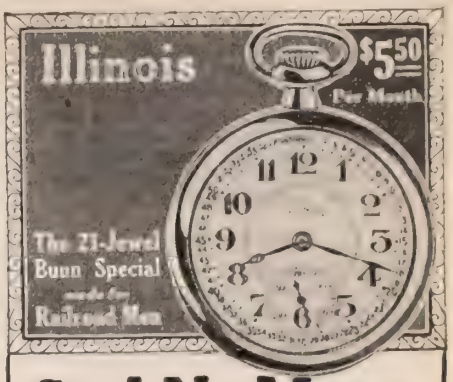
Correspondent, Omer T. Goff *Secretary to Superintendent*

Office of General Freight Agent, St. Louis, Mo.

Correspondent, Francis Piglosky

Just because an acute car shortage exists is no reason why poor Webster should be slapped in the face with such force as this: "There ain't none to be got!" Is it not rather cowardly to hit a man when he's down?

"Conductor Heat"—that's a hot one. We have a bright Ray.



Send No Money

This 21-jewel Illinois Watch—the **Bunn Special** sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

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ORDER TODAY Just send us your name and address. No red tape. Just say, "Send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 128-page catalog, No. 69 G shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

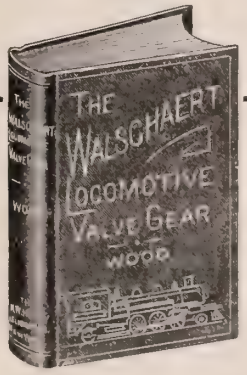
J. M. LYON & Co. { Dept. 69-G } { 1 Maiden Lane New York City }

Wonder what causes earthquakes in Los Angeles now? Can you give any light to the dark sea, Elsie?

Now Elsie, see what you did! You've gone and vamped "Charlie" Chaplin and left poor Mrs. Chaplin out in the cold. "They all flop sooner or later." He flopped soon and then he flopped later. (Better look out, "Tony.")

Toledo Division

Correspondent, I. E. Clayton, *Division Operator*



JUST PUBLISHED THIRD REVISED EDITION

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By WM. W. WOOD, Air Brake Inspector

245 Pages (5 x 7½) Fully Illustrated

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THE CONTENTS OF THE BOOK ARE DIVIDED INTO FIVE PARTS

The First Division contains an analysis of the Walschaert Valve Gear.
The Second Division treats on the Designing and Erecting of the Valve Gear.
The Third Division has to do with the actual work of the Walschaert Valve Gear on the road.
The Fourth Division is composed entirely of questions and answers on the Walschaert Valve Gear.
The Fifth Division deals with the Setting of Valves with the Walschaert Gear, the Hobart-Allfree Valve and Valve Gear, and the Baker-Pilloid Valve Gear in its original and improved form.

The book is fully illustrated, and a novel and interesting feature of the book is the folding diagrams with cardboard valve models, by means of which the actual operation of the valve under the influence of the Walschaert motion can be studied.

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BALTIMORE AND OHIO MAGAZINE

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Dayton

On August 19, George Stoecklein, assistant chief clerk, surprised the Dayton employes by taking unto himself a helpmate, Miss Helen Hammond, stenographer to the chief clerk. The happy couple went to Chicago on a week's honeymoon. We congratulate these young people, and wish them all the health, happiness and prosperity possible.

East Dayton

Our vacation season is about over and all of us have returned to work in good health and fine spirits. If we could but stretch our imagination enough to believe some of the weird tales told by our vacationists, particularly those of Foreman F. G. Sehrt and Inspector J. P. Leahey, we would set about immediately to write some interesting movie scenarios.

On August 4, our city of Dayton was honored by a visit from our president, Daniel Willard, who made an address at the Chamber of Commerce on that day. We were delighted to give him a warm reception, and those who were fortunate enough to hear him will always hold a pleasant remembrance of his visit.

Each of the employes of the office, the shop and the roundhouse, has been presented with a book of instructions on Safety rules. These books will be cherished for their real worth and it is hoped that each man will profit by his study of them.

Dayton's baseball season is closed. Manager Lyons has promised us a better record for next season.

Our old friend, "Bill" Stricklin, who has been absent for a few months on account of illness, is now able to resume his duties. He has the hearty welcome of all of his fellow-workers.

We look with great pride upon the work of our car foreman, Robert O'Neil. Everything is activity just now with "Bob"; he is trying his best to comply with the instructions of Master Mechanic A. E. McMillan to keep everything moving. "Bob" says we need the cars and we will get them. Good work, "Bob," go to it!

Kentucky District

(S. V. & E. R. R.; L. F. R. R.; M. C. R. R.)

Correspondent, H. L. GRAHAM



A real "boss" is L. B. Thompson, yardmaster, Seymour, Ind.



Company Baseball Team at Jenkins, Kentucky

During the switchmen's illegal strike we are proud to state that we remained loyal to a man. When the call came to District Superintendent H. R. Laughlin for relief men to be sent to the yards that had been seriously handicapped, our men responded

CAR MILES

Baltimore and Ohio versus the Field

BACK YOUR CHOICE!

with a will; more men offered to go than could be spared from the district. Altogether eight crews were sent to the Cincinnati and Pittsburgh yards and from all reports they certainly did make good.

The accompanying picture is of our baseball team at Jenkins, Ky., of which we are justly proud. The team is managed by our District Superintendent, H. R. Laughlin (standing second from left); first base is held down by Trainmaster George Dixon. This team has lost only two games during the entire season.

George Fugate, who was recently employed at Jenkins as clerk to Agent M. C. Thompson, has had the good fortune to succeed E. L. Cook as cashier. Mr. Cook recently resigned to take up other work.

We had with us recently an old friend, John Hamlet, formerly freight clerk at Jenkins, now agent at Van Lear. We didn't hear much from John, but judging from observation, he said considerable during his short stay. We could see his lips move but she wouldn't tell.

Mr. Mace, district claim agent, spent his vacation visiting his home near Baltimore, Md.

Our ball team has lost one of its strongest players, V. E. Goff, left fielder. Mr. Goff's eyes failed him to such an extent that it has become necessary for him to wear glasses. He says he can now see four balls where one ball ought to be. We are sorry to lose Goff; he surely could swat 'em.

—

"Good morning, madame. I deal in cast off clothing."

"Oh, how lucky! Do you think you have anything that would suit my husband?"

Sad But True

There was a man who fancied
That by driving good and fast
He'd get his car across the track
Before the train came past.
He'd miss the engine by an inch,
And make the train hands sore;
There was a man who fancied this—
There isn't any more.

There was a wise old trainman,
Expert at coupling cars,
He used his feet to push in place
The knuckles and drawbars.
He did it thus for many years,
And thought it was great fun;
He had two feet to push them with,
He now has only one.

Bill Jones on the repair track,
Imagined he could do
A moment's work beneath a car
Without the flag so blue.
Well, yes—he did it many times
In spite of rules and warnings;
One day an engine bumped the car
Bill's wife is now in mourning.

Between the rails of the northward track
Mike smoked his pipe of clay,
As "55" with time freight south
Sped noisily on her way.
'Twould take four steps to clear both tracks,
These steps Mike did not take,
Then Number 2 approached unheard,
Result—"An Irish Wake."

—*The Empire News.*

Dance

Mt. Clare Welfare Association Band

Barry's Hall
Baltimore St. near Fremont

November 11, at 8 P. M.

Tickets at fifty cents each may be secured from J. D. Riley, Chairman, Paul J. Mueller, Assistant Chairman, Walter Englehardt, C. F. Smithson, L. Lenhardt, F. Smith, E. McCarthy, D. Brimschneider, W. Gramp, W. Kracht, L. Swatora, Musical Director, G. Basil, or any member of the band.

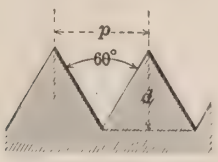
Screw Threads

WHEN we consider the importance and wide use of screw threads it seems strange that only within the last half century has it been thought possible to cut them by any other means than an engine lathe, and still more recent that any attempt at standardization of screw threads has been attempted.

Up to a few years ago most manufacturers worked to their own so-called standards. Gradually they awoke to the futility of such methods and the most progressive ones began to "sap ideas," and finally decided on certain specifications for a standard screw thread.

This was the Sharp V Thread, a step in the right direction, but the faults of the Sharp V Thread were many, the principal objection being that the top and bottom of the thread were theoretically intended to be dead sharp, an impossible shape to produce, and very easily broken. Also the sharp groove at the bottom of the thread was a source of weakness.

Sharp V Thread



Formula

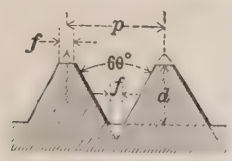
$$\mathbf{p} = \text{pitch} = \frac{1}{\text{No. of threads per inch}}$$

$$\mathbf{d} = \text{depth} = p \times .866 \text{ theoretical size}$$

Realizing the faults of the Sharp V Thread, each manufacturer began to apply his own ideas of improvements, with the result that one manufacturer made a thread with a broad flat at the top and bottom of the threads—another cut his threads with a flat top and sharp bottom, and so forth,—no two manufacturers working to the same standards. Consequently, the bolts made by one concern would not fit the nuts made by another, and so standardization was still far from being a reality.

This condition existed until 1864 when William Sellers of Philadelphia proposed a standard form of thread which was designed to overcome the faults of the "V" thread. His design was accepted by Franklin Institute and called the "Sellers" thread until 1868 when it was made a U. S. Government standard and became known as the U. S. Standard Thread.

U. S. Standard Thread



Formula

$$\mathbf{p} = \text{pitch} = \frac{1}{\text{No. of threads per inch}}$$

$$\mathbf{d} = \text{depth} = \text{pitch} \times .6495 \text{ or } \frac{.6495}{n}$$

$$\mathbf{f} = \text{flat} = \frac{\text{pitch}}{8}$$

$\mathbf{n}$ = threads per inch

Even after this Government recognition it was a hard fight to get manufacturers to overcome their prejudice against a change from their own standards, and it was not until 1909 that the leading tap and die manufacturers got together and unanimously decided that a campaign should be instituted to eliminate the "V" thread.

The Sellers or U. S. standard thread is now the most commonly used thread in the United States. When merely the form of thread of the U. S. Standard, but not the number of threads per inch corresponding to a certain diameter is referred to, the abbreviation USF (United States Form) is employed.

Other thread standards employing the U. S. Form are the S. A. E. and A. S. M. E. standards for fine threads and small sizes respectively and the French and International standards commonly used with the Metric System.

The sides of the thread form an angle of 60° with each other and the thread has a specified flat at the top and bottom, the width of the flat being equal to ⅛ of the pitch; the pitch being the distance from the center of one tooth to the center of the next tooth.

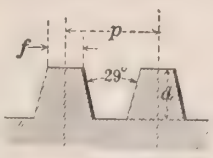
In adopting this definite width of flat, William Sellers overcame the faults of the "V" thread in several ways:

1. No sharp crest to wear easily or chip off.
2. Threading tools not needing a sharp point do not lose their "edge" so quickly.
3. A definite measurement of the outside diameter can be established.
4. The fact of possessing this established or basic outside diameter which could be accurately measured, made possible an exact co-ordination between the other proportions of the U. S. form of thread, so that complete uniformity or standardization was easily accomplished.
5. The weakness of the sharp V groove in the bottom of the thread of old style bolt was eliminated.

The Square Thread being just what its name implies was at one time used exclusively on adjusting and power conveying screws and in most cases where strength was needed.

However, on account of its perpendicular walls it is a troublesome thread to cut and for this and other reasons it is being rapidly superseded by the Acme thread, having a 29° wall angle which is stronger and more easily produced.

Acme Standard Screw Thread



Formula

$$\mathbf{p} = \text{pitch} = \frac{1}{\text{No. threads per inch}}$$

$$\mathbf{d} = \text{depth} = \tfrac{1}{2} \text{ pitch} + .010$$

$$\mathbf{f} = \text{flat on top} = \text{pitch} \times .3707$$

In Great Britain the Whitworth thread, also known as British Standard Whitworth (B. S. W.) is the accepted standard form. This was proposed by Sir Joseph Whitworth and a full Table of Sizes published as early as the year 1841 and was quickly adpoted as a standard by the English Government, and was the first recognized thread system.

In the Whitworth standard, the sides of the thread form an angle of 55° with one another, and the top and bottom of the thread are rounded.

(Continued on page 64)

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TOWER'S TRADE MARK FISH BRAND

A. J. Tower Co.
Established 1836
Boston, Mass.

(*Continued from page 35*)

more Division: Nichols was out, Moon to Bresnahan; Koogle struck out; Berrett lined a hot one through Moon, then stole second and on the next play, a passed ball, got to third; Zank was out, Carson to Bresnahan. No runs.

NINTH INNING—Ohio Division: Tarzee flied out to Zank; Garrett, batting for Skyles, was out, Nichols to Schlimm, and Rutherford struck out, retiring side and ending game. No runs.

FINAL SCORE: Baltimore Division 3—Ohio Division 0.

BALTIMORE DIVISION	AB	R	H	O	A	E
Koogle, 2b	5	0	0	5	1	1
Berrett, 3b	5	1	3	2	3	0
Zank, ss	4	1	1	2	4	0
Peddicord, rf	4	1	3	1	1	0
Schlimm, 1b	3	0	0	9	0	0
Benjamin, lf	4	0	1	5	0	0
Miles, cf	4	0	2	0	0	0
Keyser, c	4	0	1	3	0	0
Nichols, p	4	0	1	0	8	0
Totals	37	3	11	27	17	1

OHIO DIVISION	AB	R	H	O	A	E
Cashatt, 3b	4	0	0	1	1	0
Tarzee, c	4	0	1	7	1	0
Skyles, rf	3	0	0	1	0	0
Rutherford, cf	4	0	1	1	0	0
Carson, ss	3	0	0	1	4	0
Delburger, 2b	3	0	0	2	1	2
H. Fox, 1b	2	0	0	5	0	1
Bresnahan, 1b	1	0	0	3	0	0
D. Fox, lf	3	0	0	3	0	0
Moon, p	3	0	0	0	11	0
1Garrett	1	0	0	0	0	0
Totals	31	0	2	24	18	3

1 Batted for Skyles in ninth.

Baltimore	1	0	0	1	0	1	0	0	x—3
Ohio	0	0	0	0	0	0	0	0	0—0

Two-base hits—Benjamin, Nichols. Stolen bases—Berrett (2), Peddicord. Left on bases—Baltimore, 6; Ohio, 4. Bases on balls—Off Nichols, 1; off Moon, 1. Hits—Off Nichols, 2 in 9 innings; off Moon, 11 in 9 innings. Struck out—By Nichols, 3; by Moon, 7. Wild pitch—Moon. Passed ball—Tarzee. Winning pitcher—Nichols. Losing pitcher—Moon.

Immediately after the game, the players were assembled for the presentation of the cups by Mr. Shriver, senior vice-president. He proposed three cheers for the Ohio Division team, called them in approved cheer-leader style, and for good measure led the crowd in a rousing "tiger" for the good sports from the Western Lines. He then said:

"Baseball is the most typical game of North America and has become part and parcel of our American life. Some people say that it is native to our soil and was played by the Indians, but I prefer to think that it is a natural development of the spirit of team work in all phases of American life, for it is the game which ideally exemplifies this spirit of teamwork.

"You boys represent the best of this baseball spirit on the Baltimore and Ohio, winners of the contests on the Eastern and Western Lines, respectively. I am sorry that the boys from the West had to lose, but as they did lose, I am glad it was to the Baltimore Division team. This cup was presented by a former vice-president whom we all admired, Mr. A. W. Thompson, and becomes the permanent possession of the team first winning it three times (Mr. Shriver then handed the cup to J. J. Publow, manager of the Baltimore Division team). This other cup is the gift of President Willard and becomes the permanent possession of the winning team. Mr. Willard is very sorry that he could not be here today to award this cup but I am glad to do so in his stead (the President's cup was then handed to Mr. Publow).

"I congratulate both teams on the fine exhibition of good sportsmanship and good ball playing. We are particularly glad to welcome the Ohio Division boys and hope that they will come to see us here again."

Back President Willard and Vice-President Galloway—Boost Car Miles

Side Lights on the Game

With better support of their pitcher, the Ohio Division boys might have copped the bacon. Moon played an errorless game and made 11 assists. He deserved better luck.

Manager Publow of the Baltimore Division team had his "pep" gallery working overtime and the Baltimore boys showed the ginger. Encouragement always helps.

"Bum" arguments were the exception. In all System games, any player starting one ought to be ruled out of the game without further ado.

Nichols pitched a heady, hard, winning game and got good support. He also annexed a pretty two-bagger.

We understand that four of the players on the Baltimore Division team are members of Amos Tuttle's carpenter gang. If they handle their tools as well as their bats—well, come on, construction!

"Babe" Ruth was absent, nobody losing any balls in the outfield.

Next year announcement will be made weeks in advance of the date of the championship game and plans laid accordingly for a large attendance. This ought to be a Baltimore and Ohio gala day.

All the players in the System League will do well to carry their competing instinct into their everyday work. The Baltimore and Ohio needs fighting spirit, against carelessness, inefficiency and ignorance.

Some Baltimore rooters tried to get Moon's goat, but the western pitcher didn't bite. They said the "boy" scouts were after him—but he kept right on striking them out for a total of 7.

Other Ball Games

The "Cross Tie-gers"

Some of our famous System League teams may feel rather surprised that such a little burg as Green Spring should organize a baseball team; however, we take pleasure in introducing you to our "Cross Tie-gers" (get that?), as they were snapped at Hancock on August 3, just before defeating the latter team 16 to 6.

Organized in May under many difficulties and with little support, the "Cross Tie-gers" have been going strong, playing fast, snappy ball, with 12 games out of 17 to date to their credit. Not at all bad for a new team! We would like to eulogize each player, but it wouldn't be fair to use so much space, suffice that each has featured in one or more games.

July 17, split double-header at home, defeating Paw Paw, first game 6 to 4, losing second game to Cumberland Yanks, 4 to 2.



BALTIMORE DIVISION BASEBALL TEAM

System Champions for 1920, with trophy cups. Manager Publow is holding the Thompson cup, Field Manager Tuttle the President's cup, and Captain Zank and his mascot baby are between them



THE "CROSS TIE-GERS"

Left to right, sitting: R. Keister, ss., W. Cretchley, p., Paul Collins (manager), 3b., W. F. Kesler (captain), c. Standing: J. C. Alexander, rf., or 3b., A. Keister, lf., H. M. Whitford, cf., or ss., R. Saville, rf., H. L. Smith, 1b., Grover Patterson, 2b., E. E. Alexander (business manager)

July 25 at Great Cacapon, defeating Cacapon team, 15 to 9.

July 31, double-header at home, first game forfeited by Moorefield to Tie-gers, 9 to 0, losing second game to the crack Cumberland L. A. C. team, 8 to 6.

August 1 at home, defeating Cumberland Colts, 13 to 4.

Their last game to date at Hancock, August 3, where they brought home the bacon, 16 to 6. (That's where we snapped them.)

Baseball?—You bet,
That's 'em—All pep.
"Cross Tie-gers."

Glenwood-Baltimore and Ohio Building

July 24

Score by Innings	R	H	E
Glenwood	12	10	1
Baltimore and Ohio Building	0	3	4

The lineup follows:

Glenwood—Gisbert, 3b; Tovey, lf; Meehan, 2b; Mathos, cf; Seenay, 1b; Conley, ss; O'Malley, rf; Bennett, c; Voltz, p.

Baltimore and Ohio Building—Ashemeier, lf; Kinsey; 3b; Sterner, 2b; Wickler, c; Vinci, ss; Hessenour, cf; Beck, 1b; Kruse, rf; Davis, p.

Wheeling Division-Charleston Division

Charleston, August 1

Score by Innings										R	H	E
Gassaway	0	0	1	0	0	0	5	0	0	6	5	2
Benwood	2	0	3	2	0	0	0	0	0	7	15	3

Summary

Two-base hits—Castilow, J. Garvey, Burrows, E. Boggs. Three-base hits—J. Garvey. Home run—Castilow. Sacrifice hits—Henretty, Burke. Double plays—Munas, Barke to Castilow. Left on bases—Benwood 9; Gassaway 3. Base on balls—off Deane, 3. Struck out—by Deane, 5; Otto, 2; Henretty. 1. Hit by pitcher—L. Conners by Otto (forced to retire). Umpires—Doyle and Gandy. Time of game—2.10. Scorer—Rykoskey.

The lineup follows:

Gassaway—E. Boggs, lf; Henretty, p, 2b; Lemon, c; Cogar, cf; Sergent, 1b; Mick, 3b; Burrows, ss; Stumb, rf; Otto, p, 2b.

Benwood—Dutton, 3b; Burke, 2b; J. Garvey, lf; Castilow, 1b; Tribett, c; L. Conners, cf; East, lf; Munas, ss; Deane, p; Criswell, cf.

Connellsville-Parkersburg

August 11

The lineup follows:

Connellsville—H. Fisher, Snyder, Francis, E. Fisher, Kenner, Jones, Sheetz, Clawson, Lohr.

Parkersburg—Colwell, Penn, Latch, Hickman, Slagle, Anthony, Toveler, Moorehead, Bavin.

Score by Innings										R	H	E
Connellsville	1	0	0	1	0	1	4	1	x	8	11	0
Parkersburg	0	0	0	0	0	2	0	0	0	2	8	4

Summary

Two-base hits—Colwell, Jones (2), Clawson, Francis, E. Fisher. Hit by pitched ball—Lohr, Clawson. Home run—H. Fisher. Sacrifice hits—H. Fisher, Jones, Sheetz, Lohr, Toveler. Double play—Kenner to Fisher to Sheetz. Struck out—By Lohr, 12; by Bavin, 9. Umpire—J. R. Dull.

Monongah Division-Mt. Clare

At Grafton, August 14

The lineup follows:

Monongah—Mills, 3b, ss; Matthews, rf; Hopke, rf; Huber, ss; Henry, 3b; Ringler, lf; Feeney, 1b; Fischer, 2b; Hankey, cf; Hoffman, c; Davison, p.

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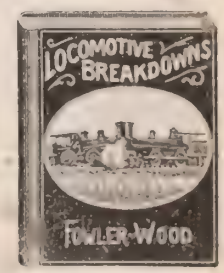
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And Their Remedies

By GEO. L. FOWLER

Revised by WM. W. WOOD, Air Brake Instructor



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Mt. Clare—Emrich, cf; Williams, 1b; Calder, 3b; Shanahan, lf; Eisenacker, ss; Bergman, rf, p; Robinson, c; Bolend, p, rf.

Score by Innings										R	H	E
Mt. Clare	1	0	0	0	0	0	0	0	0	1	2	7
Monongah	0	1	4	0	2	0	0	0	x	7	6	2

Summary

Two-base hits—Ringler, Fischer. Three-base hit—Hoffman. Stolen base—Hopke. Sacrifice hits—Feeney, Hankey, Hoffman. Sacrifice fly—Calder. Double play—Davison to Fischer to Feeney. Base on balls—Off Bolend, 1; off Bergman, 4; off Davison, 2. Hit by pitcher—By Hopke (Emrich). Struck out—By Davison, 13; by Bergman, 6; by Bolend, 1. Passed ball—Robinson. Umpires—Kendall and Colebank. Time of game—2 hours.

On Saturday, August 14, the Monongah Division baseball team, playing Mt. Clare, made a better showing than it has made this summer, Huber going to short and Feeney going to first, while Mills went to the hot corner. Davison was never in better form; he allowed but two hits of the scratchiest kind and struck out 13 men, while his team-mates played good ball behind him. Mt. Clare started Bolend, but after two doubles and a triple in the third retired him in favor of Bergman, who did somewhat better, allowing but three hits the remainder of the game.

Parkersburg-Benwood

Score by Innings										R	H	E
Parkersburg	3	1	0	0	0	0	0	2	0	6	11	1
Benwood	0	0	0	2	0	0	0	0	0	2	7	5

Summary

Two-base hits—Castilow, Conners. Stolen bases—J. Garvey, Burke, Deane. Double plays—Penn to Wright to Hickman; Munas to Burke to Castilow. Left on bases—Benwood 6; Parkersburg 9. Base on balls—off Deane, 1; off Underwood, 0. Hit by pitcher—Garvey by Underwood; Anthony by Deane. Struck out—by Deane, 7; by Underwood, 5. Umpires—Davis and Doyle. Time of game—2.00.

The line-up follows:

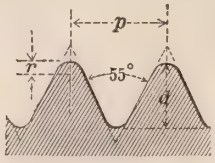
Parkersburg—Caldwell, lf; Fowler, rf; Whitlach, 3b; Hickman, 1b; Schlegel, c; Anthony, cf; Penn, ss; Wright, 2b; Underwood, p; *Ballon.

*Ran for Anthony.

Benwood—Dutton, 3b; Burke, 2b; J. Garvey, lf; Castilow, 1b; I. Conners, cf; Tribett, c; Bonar, rf; Munas, ss; Deane, p; East, rf.

(Continued from page 61)

Whitworth Standard Thread



Formula

$$\mathbf{p} = \text{pitch} = \frac{1}{\text{No. threads per inch}}$$

$$\mathbf{d} = \text{depth} = \text{pitch} \times .64033$$

$$\mathbf{r} = \text{radius} = \text{pitch} \times .1373$$

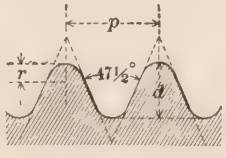
The Whitworth form of thread has two points of merit that commend it quickly where heavy service is required: *first*, screws with this form of thread have all of the strength of the U. S. thread without any edges or corners from which fractures may start; *second*, screws and nuts with this form of thread will work well together after continued heavy service, where other forms of thread would fail.

The objections to the Whitworth thread are that the angle of 55° cannot be measured or simply laid out with ordinary tools, and the rounded corners at the top and bottom of the threads are extremely difficult to produce. Here the United States form of thread has a decided advantage, as the angle is easily obtained, and the flat at the top and bottom of the thread can be easily and accurately made.

The British Standard Fine Screw Thread (B. S. F.) is simply an adaptation of the Whitworth thread for finer pitches and has the same angle and form.

The British Association Standard Thread (B. A.) is used for very small screw threads such as watch screws, in Great Britain and to some extent on the Continent. This B. A. thread is rounded at the top and bottom of the thread but has an angle of 47° 30′ or 47½°.

British Association Screw Thread



Formula

$$\mathbf{p} = \text{pitch} = \frac{1}{\text{No. threads per inch}}$$

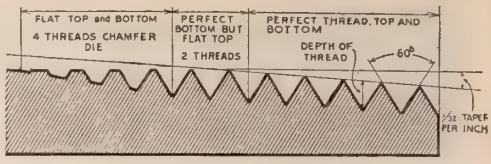
$$\mathbf{d} = \text{depth} = \text{pitch} \times .6$$

$$\mathbf{r} = \text{radius} = \frac{2 \times \text{pitch}}{11}$$

The Standard Pipe Thread for the United States is known as the Briggs Standard Taper Pipe Thread, after Robert Briggs, who did not originate the thread though he supervised the manufacture of standard gages for pipe threads in 1830, while Superintendent of the Pascal Iron Works, the first large manufacturer of pipe in the United States.

However, few manufacturers adhered closely to the Briggs standard until 1885, when the A. S. M. E. in conjunction with the leading manufacturers of pipe dies and fittings, recognized the Briggs Paper Pipe Gages as the standard for male pipe threads. It was not until 1914 that a definite standard was adopted for female taper pipe gages, and 1915 before standard dimensions were agreed upon for straight pipe threads.

Briggs Standard Taper Pipe Thread



Taper of thread = ¾″ per foot = $\frac{1}{16}$″ per in.

$$\text{Depth of thread} = \frac{.833}{\text{threads per inch}}$$

The Briggs Standard Pipe Thread has an angle of 60° and was originally intended to be slightly rounded at the top and bottom of the thread, but owing to the difficulty in manufacturing, the bottom of the thread is left sharp and the top is slightly flattened.

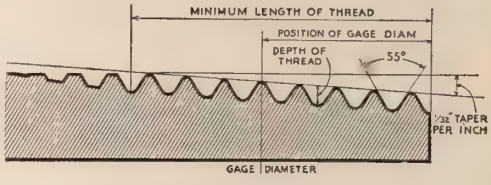
The thread is tapered ¾″ to the foot so that when the pipe is screwed into the socket it makes a stream or water tight fit.

The British Standard Pipe Thread has the same taper as the Briggs Standard but uses the Whitworth form of thread with an angle of 55° with the threads rounded at both top and bottom.

There are numerous other forms of thread in use at the present time but they are simply modifications of those already mentioned.

British Standard Pipe Thread

Whitworth Form



Taper ¾ inch per foot.

Depth of thread = .6403 ÷ number of threads per inch.

Wanted to See It

"I done heard it read in de paper," said Uncle Raspberry, "dat some o' dese yeah flyin'-machine gemmen says a man kin do anything a bird kin."

"That's what they say," replied Aunt Chloe.

"Well, when any o' dem sees a man sit fast asleep, holdin' on to a tree branch wif his feet, I sho wishes dey'd call me to have a look."—*The Bulletin.*

Too Good

"Well, Dinah, I hear you are married."

"Yassum," said the former cook, "I'se done got me a man now."

"Is he a good provider?"

"Yassum. He's a mighty good previder, but I'se powerful skeered he's gwine ter git kotched at it."—*The Bulletin.*

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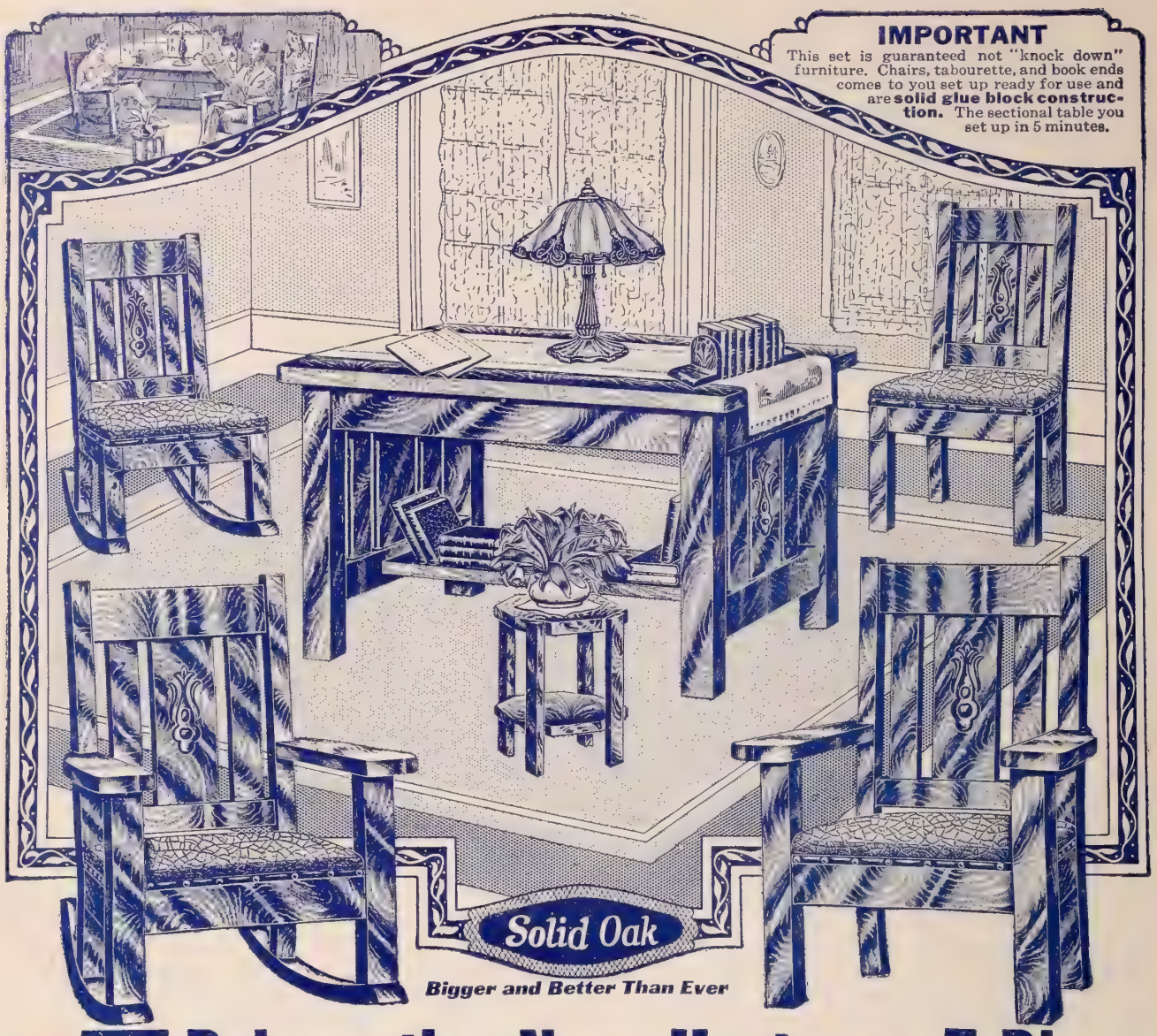
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Wise Jimmy

"Jimmy," said the fond mother to her smart eleven-year-old, "what became of that little pie I made for you as a treat yesterday? Did you eat it?"

"No, mama," answered Jimmy with a grin; "I gave it to my teacher at school instead."

"That was very nice and generous of you, Jimmy," complimented his mother. "And did your teacher eat it?"

"Yes, I think so," answered Jimmy. "She wasn't at school today."—London *Tid-Bits*.

Do as He Was Done By

The goose had been carved and everybody had tasted it. It was excellent. The negro minister, who was the guest of honor, could not restrain his enthusiasm.

"Dat's as fine a goose as I evah see, Brudder William," he said, to his host. "Whar did you git such a fine goose?"

"Well, now, Pahson," replied the carver of the goose, exhibiting great dignity and reticence, "when you preaches a speshul good sermon I never axes you whar you got it. I hopes you will show me the same consideration."—*Exchange*.

Cars Are Only Earning When Wheels Are Turning



BALTIMORE & OHIO MAGAZINE

Volume 8 Baltimore, October, 1920 Number 6

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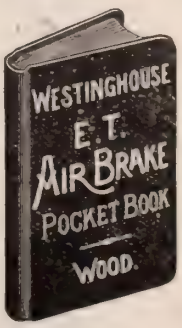
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No-Accident Campaign, October 18 to November 16; Prizes to the Winners

One of the most notable features of our operations during 1919 were the several No-Accident Campaigns, culminating in the National Accident Prevention Drive, country wide in its scope. These special efforts to reduce accidents, by focusing the attention of railroaders on the appalling waste and suffering that result from carelessness, brought about a reduction in the number of injuries, fatal and otherwise, and a saving in money, which were gratifying to every officer and employe of the Railroad.

Now comes a new system wide drive from October 18 to November 16, inclusive, along the same lines, with prizes to be awarded to the winners on both the Eastern and Western Lines, as follows:

FIRST

The pennant described on this page will be awarded to each winning division.



The pennants for the winning divisions in the "No-Accident Campaigns" are beautiful. They are sixteen feet long and eight wide, the body a deep royal blue in color, with a white border all around, and the letters in white. The SAFETY design is painted in gold, two shades of blue and white. The materials used are the best obtainable and the pennants will long be admired where flown by the winning divisions

SECOND

Each winning division will be given a banquet and entertainment soon after the close of the campaign. One hundred employes on each winning division, representing all departments, will be chosen by lot to attend this celebration.

THIRD

Three prizes of $25.00, $15.00 and $10.00 respectively, on both the Eastern and Western Lines (six prizes altogether), will be given for the best, second best and third best articles submitted to the Editor of the MAGAZINE on the subject "HOW WE CAN HELP IN THE NO-ACCIDENT CAMPAIGN."

This competition is open to all employes. The trackman or section foreman has as much chance of winning a prize as the division engineer; the freight handler, as the agent; the trainman, as the trainmaster; the machinist, as the master mechanic; the clerk, as the superintendent. It is suggested that each employe who enters the competition treat the subject from the standpoint of his kind of work. This is not a condition of the contest, however.

Wherever possible, the articles submitted should be typewritten, but employes not having typewriter facilities can submit in long hand. Write on one side of the sheet only, allowing plenty of space between lines. Do not place any evidence of authorship of article either on envelope in which article is mailed or on article itself. But with article enclose a blank envelope containing name, position and address of writer. The authors of the articles will not be known, even to the judges, until the winning contributions have been decided upon.

The following officials have again kindly consented to act as judges in the competition:

EASTERN LINES

F. E. BLASER, assistant to vice-president.
J. T. CARROLL, general superintendent motive power.
H. B. VOORHEES, general manager, New York Terminal lines.
EARL STIMSON, chief engineer maintenance.
E. T. HORN, general supervisor terminals.

WESTERN LINES

J. B. CAROTHERS, assistant to general manager.
E. G. LANE, engineer maintenance of way.
G. D. BROOKE, superintendent of transportation.
W. M. MALTHANER, superintendent motive power, Northwest District.

The winning articles will be published in the MAGAZINE and contributions must be mailed to the Editor, Mount Royal Station, Baltimore, Md., by November 20.

Stanton Ennes, General Manager, Eastern Lines

THE "G. M." has always been a magic expression on railroads. As the officer to whom the management looks for results in operation and as the officer who has to spend much of his time on line to get these results, with consequent close contact with the officers and employes on the divisions and districts, he has come to be regarded as the touchstone between the "powers that be" and the rank and file.

Also, "the G. M. is on line" has a double significance in railroad parlance. An ordinary one because of the frequent occasions on which the expression is used, by virtue of the general manager's obligation and habit to get around the railroad frequently. An extraordinary one because of the large authority vested in this officer. In this respect "the G. M. is on line" also means "get on your toes."

The theory of organization in the operating department of the Baltimore and Ohio is this: As chiefs of operating units, superintendents and general superintendents are given practically all the authority they are willing to assume and, to borrow from the vernacular, "can get away with." This also applies to the general manager, but its significance is vastly greater because of the large territory, the multiplied operations and the enormous property and personnel under his jurisdiction.

When embargoes are declared in big cities on the eastern seaboard, he has to find room for or make other disposition of the thousands of cars that roll over the Alleghenies each day on our lines.

When motive power is short, as is the case now on nearly all the railroads, he is hard put to it to handle the business offered and to make a nice adjustment of this power between divisions and between districts.

When new facilities are needed it is his O. K. which carries the recommendation through for final executive approval.

When congestion occurs here, or the efficiency of operations falls below normal there, it is his job to find the remedy by making quick and effective changes in methods and personnel.

On his staff are a superintendent of Motive Power, and an engineer Maintenance of Way, both trained and technical men in their respective specialties. These are in addition to the line officers, the general superintendents and superintendents, who actually handle our operations.

Among the few officers of the Baltimore and Ohio who have not been born and bred on our Railroad is the general manager of our Eastern Lines, Stanton Ennes. Mr. Ennes was born in St. Louis in 1864, in a railroad family, his father having been roadmaster for the Missouri Pacific Railway, as well as a contractor in railroad construction.

On his own initiative and while he was attending high school, Mr. Ennes got a smattering of telegraphy.



Stanton Ennes, General Manager, Eastern Lines

The famous dictum of Horace Greeley, "Go West, young man" was the lure which drew many young men, not only in the extreme east, but also in points as far west as St. Louis, toward the pioneering developments then under way still further west. Mr. Ennes was one of them and he went to work as an operator for the Texas and Pacific Railroad as he was finishing his high school course.

The Texas and Pacific was built west across the plains and Mr. Ennes was at the extreme front of this construction work with the terminal agent of this railroad.

After six months in this position, the Texas and Pacific leased trackage rights on the Southern Pacific and many of the employes who had been taken on for the construction work found themselves out of a job. Among them was Mr. Ennes, who then went to El Paso and entered service there as a brakeman, working in Western Texas, New Mexico and Arizona.

The failing health of his father later made it necessary for him to return to St. Louis, where he entered service with the Missouri Pacific. He was made superintendent of their Joplin Division at Nevada, Mo., in 1902

In 1904 he accepted an attractive offer to go with the Western Maryland as their superintendent. At that time the trackage of this railroad did not extend west of Hancock, and as the only superintendent of the road, Mr. Ennes had immediate charge of all its operations.

With a change in the management of the Western Maryland (changes in railroad managements were common in those days of receiverships, reorganizations and amalgamations on the railroads of the country generally) Mr. Ennes went with the Grand Trunk for a year and three months, serving first as trainmaster and then as

assistant superintendent. He then became a superintendent on the Great Northern Railroad and continued in this position for seven years.

When Mr. Carl Gray went from the presidency of the Great Northern to the presidency of the Western Maryland, Mr. Ennes came to Baltimore as general manager of the Western Maryland. In 1918, soon after the railroads were placed under Federal control, he was also made general manager of the Baltimore and Ohio, Eastern Lines, and the other smaller railroads under the eastern jurisdiction of the Federal manager of the Baltimore and Ohio Railroad. In March, 1920, Mr. Ennes was appointed general manager of the Baltimore and Ohio, Eastern Lines, after the return to corporate control.

Several months ago the writer prepared a list of 30 subjects which appealed to him as being interesting for discussion in the MAGAZINE. This list was sent to a number of officers, among them Mr. Ennes, with a request for suggestions, and his letter in reply contained so much of interest, so much opportunity for study and thought on the part of our readers, that we are quoting it here verbatim:

A Railroad University?

"In asking me to suggest subjects that should be interesting to the readers of our MAGAZINE you have opened up a 'floodgate' that is in danger of swamping you.

"For years I have had a thought, only partially developed, of trying to find a way to instruct officers, from the youngest junior to myself, on the basic fundamentals of our transportation business. One of the plans for reaching them that I have at times considered was to make use of the correspondence school idea, and when you suggest a series of instructive letters, you will appreciate the temptation to take advantage of your offer.

"The number of questions that the student of our business would formulate are countless, and, doubtless, some of them would furnish interesting subjects for use in your series of articles.

"I have always had in mind to begin the instructions by asking, 'Why is a Railroad?' and try to make the student understand and appreciate the necessity, importance, and if you please—dignity, of our profession.

"Leaving general subjects of that character, we would ask: Why is a Division Terminal?—It is apparently a place where cars are badly delayed and orderly transportation interrupted; Why should we have Division Terminals? On this subject we would undertake to instruct in the necessary component parts of the Division Terminal: First—How should the tracks be arranged? What facilities should be afforded? If your Division Terminal included an engine terminal, what should the engine terminal consist of? What style of engine house is preferable? Should we furnish coal and water, and if so, in what manner? What organization would you provide to handle 75 engines per day?

"Leaving the Division Terminal—take up the Local Station. Why is it necessary? What relationship is sustained with the public at local stations? What is necessary to conduct the Company's business with the public at local stations?

"Going to train service—Why are passenger trains usually made up with postal cars next to the engine, followed by express, baggage, coaches and sleeping cars? What is the best way to handle passengers on a local train? What is the best way to assemble a local freight train? Where would you place the way cars, next to the engine, in the middle of the train, or next ahead of the caboose, and why?

"From all of which you will appreciate the suggested danger of your being swamped."

Have these ideas ever occurred to the reader before? The writer is free to confess that they never had to him. Yet it is an extraordinary circumstance that with railroading the second largest business in this country, second only to agriculture, there is not a big and comprehensive school or college of railroad transportation, capable of training young men.

The Railroad in Progress of Civilization

Amplifying on this thought, Mr. Ennes said:

"Practically the only school for the railroad man is the school of experience, where he learns from his own mistakes and those of the men who work with him. The doctor, the engineer, the lawyer and all other professional men have comprehensive college courses for their training. And yet railroading, the second biggest business in this country, has not.

"Looked at from another standpoint also we can see the importance of our vocation and the necessity for trained men to develop and operate it efficiently.

"Man's first desire was for food and he tilled the soil; then for shelter for himself and he raised sheep for wool and spun bark and other fibre to make garments; then for additional shelter, and he cut down trees and built cabins and rude furniture.

"There came a time, however, when the individual desired things different from those he could produce, and he took his overproduction in grain, and meat, and rude timbers, and bartered these things for the refinements of civilization he could get in exchange; for jewels and ornaments, education and entertainment.

"The development of this system of exchange brought about the development of transportation, first by water, probably; then by land on rude sledges and carts, and later by a queer looking vehicle which was pulled by horses along the wooden rails of our own Baltimore and Ohio Railroad between Baltimore and Ellicott's Mills. The railroad is now by far the largest single carrier of freight and passengers.

"I mention this to show how basic, how fundamental in the growth of civilization, and how important in its present development, is the business of railroading. Without it modern life would be impossible, the city of a million people a thing yet unattained.

"And still we have no great school or college of transportation, except that of practical experience.

"Hence, for many years, I have always hoped that we might develop some systematic method of training our young men. I have thought of the correspondence schools and the large uses to which they have been put, or of any other large organization which could train young men against the many mistakes they make when they are thrown into active railroad life without training.

"In many respects railroading is an exact science. There are certain fundamental principles of operation which have been learned by years of experience and which could be taught as easily and as thoroughly as the tables of multiplication. It seems unfortunate that the young man who feels the thrill and the lure of the railroad business, cannot go to a school which will teach him the fundamental principles of his business, will prepare him against the mistakes that have been made and repented of by others, and generally fit him to become a trained railroad man. What a boon to transportation, to the young man himself, to the railroad for which he works, and to the service of the country!

The Railroad Man's Unwillingness to Accept Increased Responsibilities

"Besides this lack of an adequate transportation school or university there is one other thing often impressed on my mind, namely, the lack of men on the Railroad who are willing to accept the promotions

which entail increased responsibilities and harder study and work. We have so many capable engineers who won't tackle the job of road foreman of engines because it means being out on line so much, in so many emergencies and at such unexpected times. We have so many splendid conductors who can't see a trainmaster's job. They are not willing to stand the gaff which this promotion means, the long hours and the constant digging into trouble and straightening it out."

Here I interrupted Mr. Ennes by saying that I knew a number of trainmasters, and that from what I had heard of their work, the long days or the long nights (and often a combination of both) and the perplexities and emergencies entering into the job, it did not seem to be an envious one. And I asked him if there was any way a man could avoid this and still go up the line.

"None that I have discovered," he replied. "And the further along one gets in the railroad game, the longer his hours and the harder he has to dig."

And the more one knows about the work of our supervising officers, the readier they are to agree with this statement.

Erratum

On page 13 of the September issue it was stated that the gross ton miles for August were 2,099,692,723. This figure was incorrect, and should have been 4,022,323,700.

They Increased Car Miles

The following is chosen from many similar items among the Honor Roll notes in the last issue. It is typical of how many employes, by vigilance, have averted accidents, helped maintain efficiency and increase car miles:

On June 24, Brakeman J. H. Myers with Conductor John Severn on No. 94, engine 4158, Baltimore Division, detected odor of burning wood as train was approaching Ogden. Investigation developed a broken arch bar on rear truck of C. P. car 14343, loaded with grain. Train was brought to a stop by Conductor Severn by applying the air from the rear and by careful handling of the car it was moved to Feltonville and placed on siding. Both Conductor Severn and Brakeman Myers have been complimented on their handling of the situation.

They Increased Car Miles

Car Miles

September's record of average carloads and average miles per car per day is not ready as we go to press. It is expected, however, that the record for August will be bettered, even if the average of 31 miles per car per day, the standard set for September, is not reached.

For several months the Baltimore and Ohio has been carrying, and is still carrying the largest business in its history. For instance, the gross ton miles for August were 4,022,323,700, the peak record to date and an increase of over 16 per cent. over August, 1919. Again, the gross ton miles for September were 3,796,373,600, an increase over September, 1919, of over 8 per cent.

Such a record business with a railroad machine considerably depleted by war time demands and lack of repairs and renewals, taxes facilities to the utmost, and it is difficult to make efficiency records along the line of average miles per car per day and average carloads.

With the decrease in business in September as compared with August, and indications of further monthly decreases, these factors should show a decided improvement during the remaining months of the autumn. Winter is not far off, with its seasonal operating difficulties, and record breaking average carloads and average miles per car per day should be shown during October and November, if at all during the balance of this year.

The Management appreciates the efforts which are being made toward greater efficiency and hopes that the end of this year will see new standards set on our Railroad.

Statement of Actual Average Miles Per Car Per Day

(Including Bad Order Cars)

Division	June 1920	July 1920	Aug. 1920	Highest Monthly Record Performance since January 1, 1912	Per Cent. Increase or Decrease August, 1920 Over Best Previous Record Inc.	Per Cent. Increase or Decrease August, 1920 Over Best Previous Record Dec.	Divisional Standing
Philadelphia	30.7	36.8	37.9	72.3	....	47.6	18
Baltimore	10.2	13.8	13.1	16.4	....	20.1	12
Shenandoah	14.4	17.3	20.3	23.0	....	11.7	6
Cumberland (East)	50.5	64.2	53.7	....	....	....	...
Cumberland (West)	38.6	43.6	43.0	....	....	....	...
Total	45.9	55.9	49.7	76.3	....	34.9	17
Maryland District	24.4	30.7	28.9	....	....	....	...
Connellsville	20.5	25.1	24.2	32.5	....	25.5	14
Pittsburgh	20.9	25.5	29.2	34.4	....	15.1	9
Pennsylvania District	20.7	25.3	26.5	....	....	....	...
Monongah	13.6	14.1	14.7	16.4	....	10.4	5
Wheeling	15.4	15.1	14.8	15.5	....	4.5	2
Ohio River	27.0	31.7	30.5	37.2	....	18.0	11
Charleston	12.2	12.8	14.0	14.8	....	5.4	3
West Virginia District	15.1	15.7	15.8	....	....	....	...
Baltimore & Ohio Eastern Lines.	21.1	25.3	24.8	....	....	....	...
Chicago	26.0	31.6	31.0	41.0	....	24.4	13
Newark	24.5	25.9	26.0	36.9	....	29.5	15
New Castle	24.9	29.4	31 9	37.5	....	14.9	8
Cleveland	19.9	21.4	24.6	27.9	....	11.8	7
Northwest District	23.8	27.3	28.6	....	....	....	...
Ohio	42.1	46.1	58.2	69.5	....	16.3	10
Indiana	24.6	26.0	27.7	29.6	....	6.4	4
Illinois	20.3	21.9	20.3	29.7	....	31.6	16
Toledo	19.6	21.6	24.2	25.2	....	4.0	1
Southwest District	23.5	25.5	27.7	....	....	....	...
Baltimore & Ohio Western Lines.	23.7	26.5	28.2	....	....	....	...
Baltimore & Ohio System	22.3	25.9	26.3	....	....	....	...

Office of General Superintendent of Transportation—Baltimore, September, 1920

No-Accident Campaign, October 18 to November 16, 1920

We are trying to better the splendid Safety records made by the Baltimore and Ohio during 1919. Will you help?

SAFETY has come to stay in all the industries. Five years ago you might have found every other man on the railroads unconvinced. Today they believe in Safety almost without exception—it is only a question of keeping the subject emphatically and constantly before them.

Hence the No-Accident Campaign, October 18 to November 16, on the Baltimore and Ohio, announced in detail on page 4 of this issue.

In his address at the recent convention of the National Safety Council, Ralph C. Richards, of the Northwestern Railroad, the dean of railroad Safety men, eloquently said that passing time simply served to verify more and more firmly the fact that "Safety" is the most important single element in all industrial life. His remarks were widely quoted in the newspapers and favorable allusion made to them by the responsible heads of many large industries. Officers and employes of the railroads and other big organizations all over the country are beginning to understand that the closer any organization gets to Safety standards, the more successful its operations and prosperous all those connected with it.

If careful planning, forethought and adequate preparation count for much, our current No-Accident Campaign should be the most successful we have ever had. Ten thousand colored posters printed with the design used as the cover of this issue of the MAGAZINE, have been circulated all over the Railroad. The Safety Department and our operating officials have given great thought to the campaign, as to the best time to have it, the length of period which will show the best results, etc., etc. Furthermore, the same prizes which were given during the No-Accident Campaigns conducted at different periods on the Eastern Lines and Western Lines last year, will be awarded this year.

Last year the Monongah Division was first on the Eastern Lines and the Toledo Division first on the Western Lines. Other divisions gave them a hard fight, however, especially on the Western Lines, and we do not think that they will be permitted to run off with first money again this year.

In order that uniform records can be kept for all divisions, the following regulations to govern the No-Accident Campaign have been issued by the Safety Department:

1. ACCIDENTS TO BE REPORTED—

(*a*) All train accidents occurring on main, side and industrial tracks, yards, etc., requiring the use of relief train.

(*b*) Casualties to all employes on duty, regardless of class, the casualties to include those reportable to the Interstate Commerce Commission; that is, employes killed, or dying within 24 hours as a result of injuries, and employes injured where disability is of *more than three days' duration.*

2. METHOD TO BE USED TO DETERMINE WINNER—

Gross ton mile basis on division; man hour basis in departments referred to in paragraph following, beginning "Superintendents will not include, etc."

3. COMPARISON WILL BE MADE WITH THE RECORD OF THE DIVISION ITSELF DURING SAME PERIOD LAST YEAR.

4. COMPARISON WILL BE MADE WITH RECORD OF SAME PERIOD LAST YEAR IN DEPARTMENTS USING MAN HOUR BASIS.

In arriving at the total accidents chargeable to each division during the campaign, the casualties to employes shall be included with the train accidents.

The No-Accident Campaign will start at 12.01 a. m., October 18, 1920, but the first report of train accidents and personal injuries for that day should not be sent until October 31. The report for October 19, for example, will be sent October 22; the report for October 20 will be sent October 23, and so on until the end of the drive. The reason for waiting is because of the fact that it cannot be determined until after THREE DAYS whether an injury is reportable according to Interstate Commerce Commission rules.

Reports will be sent by mailgram to J. T. Broderick, superintendent Safety Department, in the following code order:

A—Date for which report is made.
B—Name of division.
C—Number of employes killed.
D—Number of employes injured (off duty more than three days).
E—Number of train accidents requiring use of relief train.
F—Gross ton mileage.

The reports to be made as outlined above are not to interfere in any way with the telegraphic reports now made of train accidents on Form 491, or report of personal injuries on Form 491-A—Revised.

Superintendents will not include in this daily report any fatality or injury that occurs among employes at Mt. Clare Shops, Martinsburg Shops, Tie Treating Plant, Police, Signal and Stores Departments, and Tunnel Gangs. Separate reports will be submitted by the

To All Officers and Employes:

We have proved by "No-Accident Campaigns" in the past that we can reduce accidents when we go after them with the determination to show that railroading can be made a safe occupation. You will not relax, I am sure, in your interest and earnest effort to the end of the 1920 drive, which begins October 18 and will continue until November 16, so that it can be said that the men of the Baltimore and Ohio excel in this as in all other tasks.



Vice-President, Operation and Maintenance.

heads of these departments and by the superintendent of the Baltimore Terminal Division, and comparison will be made on the basis of man hours worked with the same period last year.

The above rules and regulations are exactly the same as those under which the campaigns were conducted last year, as worked out by the general superintendents and superintendents of the Railroad.

Last year there were about 80 contestants, all told, in the Prize Essay Contest. The prizes are well worth the effort of submitting an article and it is hoped that we will have at least 100 entries this year.

Interesting and well worth while as the prize features of the campaign are, however, they are but a means to an end. The real goal aimed at is the reduction in personal injuries and accidents, substantial and immediate progress toward that ideal on the Railroad which, when reached, will mean that as a father says "Goodbye" to his family in the morning as he goes to work, they will know that he is coming home to them at night, safe, and his faculties unimpaired, because the Baltimore and Ohio is the safest Railroad.

There are many important things that we are trying to do now in the interest of the great family of employes to which we belong. None, however, compares in importance with Safety, which, as President Willard said eight years ago, should always be first in importance in the operations of the Baltimore and Ohio.

D. S. Patcher on the "Cummin Elecshun"

GARRETT, IND., 9–14–20.

Deer Ed—I'm all upset tonite, cuz in mos' ever' corner i sea a lot of guys an' a fu of the tenderer sexes a standin' aroun' a talkin' about editeers an' mos' of 'em say they aint goin' to vote a tall cuz editeers is jus' like loyers, they aint honest an' i go rite along home an' don't say nuthin' an try to screw up a nuff nerve to ast the wife, wot is a editeer, but cuz haf ben foolin her for 25 yrs bye never askin' fer no informashun i aint got no curage now, an' that is wye she sum times thinks im almos' brite. I sed im goin' to ast Mr. Hamm, wot works on the weakly *Clipper*, sos i went down to the corner drug store an' bot 4 dollars an' 90 cts worth of lemon extract to prime up my nurve an' i went rite acrost the st to the *Clipper* offs an' found Mr. Hamm in, witch is unusual, an' i sed, rite out, wot is a editeer? An' he luked at me kinda beninely, an' sed, a editeer is a cross atween a printer an' a sprinter, cuz they gotta be a printer an' set up type afore they can be a editeer and set up nites. An' editeers has got to be sprinters sos they can run faster than the guys wot they print lyes about.

An' I saw a lite wot dawned upon me. An' i sed that is the reason wye them wise ginks nomanated editeers at Chi and S. F. cuz they's both sprinters.

The guy from Chi got a runnin' start over the feller from S. F., but he is like the rabbitt wot sprinted with a turtle, he got so far ahead he stopped to rest in the shade of the ole apple tree, in his home town an' the other guy past him, so he clumb up on his front porch an' wigwagged for us common people to cum an' lissen to his fol-de-rol, cux he's about all in an' cant get down offen his perch.

But his lil-fren—Newmaan Hay—read a chapter outen that Christshun Scienence booklet wot is entittled "Vim an' Vigor" to him an' he got a flying start offen his perch last Tuesday an' i dont gess he never ought to step morn a couple times afore he runs up against them golden gates where the Sun Kist oranges grown. I gess he's got to go sum to ketch up with the other fella, cuz he borrered a race horse an' a sulky up in Minnysoty an' gained a mile, an a lot of farmers' votes. Must a ben a trick sulky with a vackuum seat cuz that guy never wood a stuck on a tearin' off a mile in 210 flat footed. They's both chasin' the leeg a nashuns, one of witch is goin' to tye the leeg on to nashuns sos it won't cum off an witch will bring piece and etc. an' we won't never haf no more wars, an' the other of witch is goin' to drive a flyin' wedge atween leeg an' nashuns and hitch associashun in ahead of nashuns cuz leeg sounds like a baseball game an' grates on the sensitive an' highly inteelectual nurves of us common people an' associashun sounds a lot more refinded any way.

You mind wot Petey Barnum sed about a sucker wot was born every minute. I'll say Petey wuz rite, on'y he missed it about 9.

Afore i cloths up i must menshun a editeer wot is a grate sprinter wot lives in a little town witch is named after a ded president wot is a hero. Presidents haf gotta snap, all they gotta do is to die to be heroes. This little town is situated about haf way atween N. Y. and S. F. in a beautiful valley, wot is known as grape juice valley an' this editeer wot lives ther don't haf to sprint no more hisself cuz he has trained the grape juice so it runs for him an' up to date it has run over ever state an' person in this land of the free, and goin' strong for Urope. If this tree-o of sprinters wood on'y start a leeg or a associashun or wot ever they want to call it of brotherly love an' sprint in the same directshun, an' 'low ther oratory to flow as do the waters of the rivers, headed for a common goal, ther wood be 110 millyun happy little tributaries, leapin' from rock to rock a beatin' it on ward to lend ther strength to the mighty flow in its on ward rush to the goal of piece and prosperity.

It aint the tug o'war we want, its "everlastin' teamwork." It aint beutiful words, its beutiful deeds wot will bring piece on earth good will tor'd men. Yours Truly,

D. S. PATCHER.

Transfers, Appointments, Promotions

Effective September 1

C. Higinbotham appointed trainmaster, Cleveland, Lorain and Wheeling Sub-division, including Holloway Terminal, Wheeling Division, headquarters Holloway, Ohio, vice C. M. Shriver, promoted.

The territory on Indiana Division, Oakley, Ohio, to North Bend, Ohio, both inclusive and Toledo Division, Cincinnati to Glendale, Ohio, inclusive, will comprise the Cincinnati Terminal Division. J. H. Meyers, appointed superintendent, with headquarters at Cincinnati.

J. F. Long, appointed master mechanic, headquarters Connellsville, Pa., vice H. J. Burkley, assigned to other duties.

Effective September 16

H. G. Massman, appointed agent at Seymour, Indiana, temporarily, vice E. Massman, transferred to position of supervising agent.

Effective September 20

W. G. Robey, appointed trainmaster with jurisdiction over Grafton and Belington Sub-division and Grafton and Fairmont Sub-division, headquarters Grafton, W. Va., vice C. Higinbotham, transferred.

T. A. Bailey, appointed trainmaster with jurisdiction over Parkersburg Sub-division, Grafton to Parkersburg and that portion of W. Va. & P. Subdivision between Clarksburg and Weston, W. Va., headquarters Clarksburg, W. Va., vice J. McClung, promoted.

Effective October 1

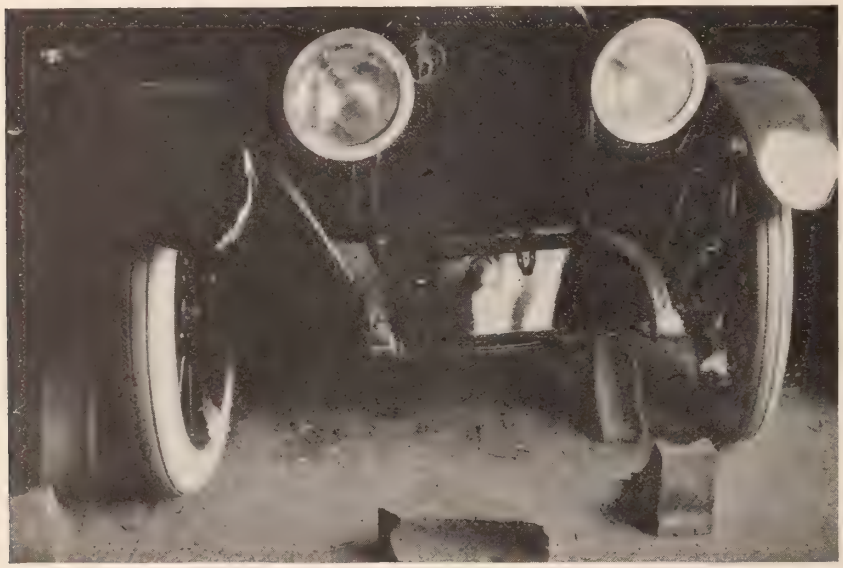
J. L. Suesserott, appointed division engineer, Staten Island Rapid Transit Railway Company, vice H. W. Ordeman, resigned.

Oversight Cost Company $2,200 on One Shipment

Improper Loading of Automobiles Frequently Causes Loss and Damage

By C. C. Glessner
General Freight Claim Agent

BY assuming obligation of the shipper to carry out requirements of the Consolidated Freight Classification No. 1, which he failed to fulfill, one of our employes cost the Company $2,200 in settlement of a loss and damage freight claim.



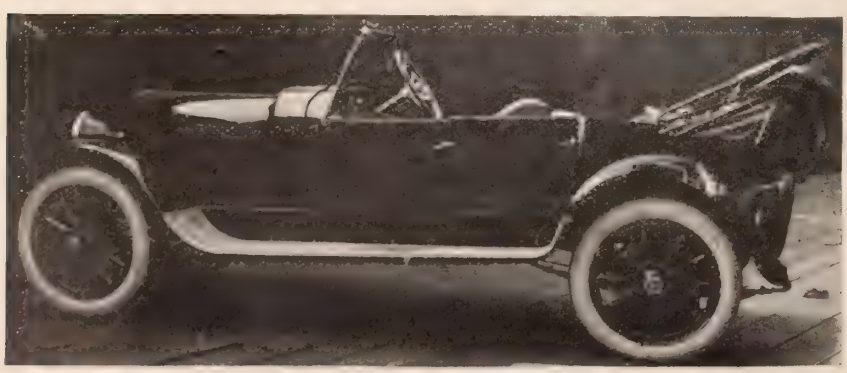
No. 1—Failure to chock automobile to prevent it from jarring loose sideways

Shipments involved in this claim were automobiles and trucks brought to the station under their own power. The shipper, in accordance with Classification requirements, started to empty the tanks, but one of our employes asked him not to do so, saying that he would load the machines under their own power and then empty the tanks. He loaded the machines accordingly but neglected to empty the tanks, particularly the water tanks, and because of low temperature, the water froze in radiators, causing the damage.

The above is but one instance of many in which oversight on the part of our employes results in claims which the Company is liable for, many of which could be avoided by carrying out Rules and Tariffs covering. For instance: Consolidated Freight Classification No. 1, page 407, pertains to Rules Governing Vehicles, Motor—Automobiles, and attention is called to Notes 1, 2, 3, 4 and 5, particularly Notes 1 and 4, which we quote:

NOTE 1—"Automobiles operated by gasoline, naphtha or steam must, during the period from October 1 to May 1, have water tanks emptied before being tendered by shippers for transportation, and shippers must certify on shipping orders and bills of lading that water tanks have been emptied (or that this Note has been complied with)."

NOTE 4—"Automobiles loaded on open cars must have readily detachable parts removed and such parts and tools, if any, must be placed in metal strapped wooden boxes, which must be securely fastened to the vehicle or the floor of the open car; or such parts may be placed in compartments under seat, such compartments to be securely closed and nailed."



No. 2—Insecure lofting of car resulting in this damage to car underneath

Photograph No. 1 illustrates the loading of an automobile in car, properly chocked to keep it from going backward or forward, but the trouble is they failed to block it on the sides to prevent it from going sideways.

Photograph No. 2 illustrates the improper lofting of automobiles in car, where bracing broke, resulting in top car coming down on the lower car, causing damage as shown.

Photograph No. 3 shows kind of blocks used by some shippers, which are not proper and they should not be permitted to use same.

I. C. C. No. 15273, Exceptions to the Current Official Classification Item No. 506 provides:

"On automobiles or other vehicles, carloads or less carloads, shipped on their own wheels, when the material and labor for bracing or chocking the vehicles in or on cars is furnished by the carrier, a charge of $1.00 per automobile or other vehicle will be assessed for furnishing such material and labor."

Photograph No. 4 illustrates the rear of one of three automobiles which shippers endeavored to load in an automobile car 39 feet 8½ inches whereas the three machines measured 39 feet over all, leaving but 8½ inches distributed as open space, between the machines and ends of car, or about 2 inches for each open space. This, under normal conditions, is not enough room to insure absolute protection if the machines do not jump their wheel blocking.

Photograph No. 5 is the story of three automobiles moving on an open car, covered by tarpaulins. At point en route it was found that the tarpaulins had caught fire, evidently from a spark from engine, seriously damaging two of the automobiles and slightly damaging the third. We were called upon to pay the bill.

Photograph No. 6 shows one of several cars moving on open car under tarpaulins, which some vandals evidently located, and what they could not carry away they destroyed. It will be noted that all the upholstering was mutilated, engine put out of commission, etc.



No. 3—Insecure and inadequate blocking which should not be used

Photograph No. 7 illustrates side view of wheel, with tire fastened to floor of car.

Photograph No. 8 illustrates wheel with tire on, completely blocked.

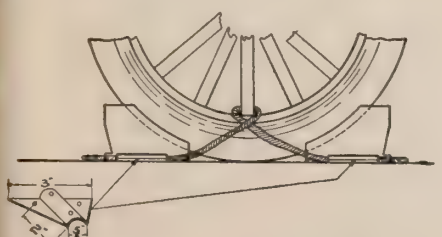
Photograph No. 9 explains proper blocking to be used in the loading of automobiles and trucks with solid or pneumatic tires.

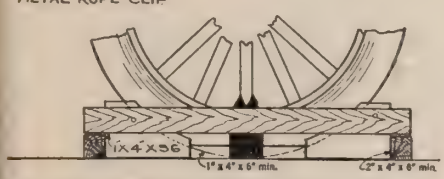


No. 4—Results of not leaving sufficient space between loaded cars

Supplement No. 2 to Master Car Builders' Association Loading Rules goes into detail as to the proper manner of loading automobiles, trucks and trailers on freight cars. Doubtless a brief synopsis of this will be of interest to both shippers and Railroad employes.

Lading must be so placed on the car that there will not be more weight on one side of car than on other. The





No. 7 above—Side view of wheel with tire fastened to floor of car

No. 8 below—Wheel with tire on, completely blocked



No. 5—Open car loading. The tarpaulin covering cars caught fire with these results

height and width of lading must be governed by the clearance limits of the roads over which the lading is to pass.

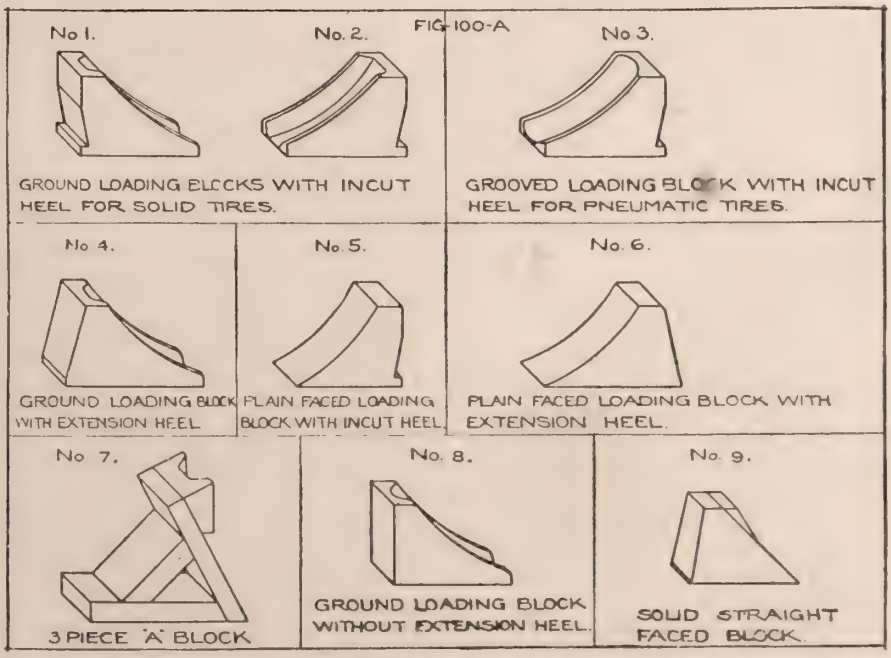
All clamping-pieces, bearing-pieces, braces and blocks must be sound, straight-grained lumber (hardwood preferred) and free from knots that materially impair their strength, or may be rolled or built-up steel sections of equal strength. Decking or staging may be of lumber or steel construction.

Never load one vehicle only, on a freight car, when it is possible to avoid it. Two trucks, each twenty-two (22) feet long, can be loaded on a thirty-five (35) foot freight car by "tilting" one of the trucks. Three (3) trucks each twenty-two (22) feet long can be loaded on a forty (40) foot car by "tilting" two (2) trucks, etc.

There are three methods of loading and staying trucks and trailers on freight cars:



No. 6—Robbing and destruction by vandals of automobile loaded on open car



No. 9—Proper blocking to be used in the loading of automobiles and trucks with solid and pneumatic tires

(*a*) Blocking or chocking on the floor of the car.

(*b*) Tilting (one end of the vehicle resting on the floor of the car, the other end raised).

(*c*) Double decking.

Merchandise must never be loaded in the same end of car with automobiles, hearses, or other highly polished vehicles set up. When necessary to load such vehicles in one end of a merchandise car, package freight in the other end must be braced in front to prevent contact with vehicles.

Place automobiles in car parallel with car sides, 12 inches from end; see that front wheels are in line with back wheels, and set brakes.

Each wheel should be chocked fore and aft with angular chocking, and in every instance, in addition to the fore and aft chocking, a block should be placed to prevent the cars moving sideways.

The "Vamp"

By Peggy

A "cullud lady," boasting of no less than 300 pounds, ambled into Mt. Royal Station the other morning. In one hand she carried a straw suitcase, in the other an enormous bundle, about the size of a family "wash," neatly done up in heavy brown paper and a leather strap. She meandered about the station, looking here and there, evidently in search of someone who might be conversationally inclined. She walked over to one of the long seats which was occupied by a "cullud gent'man," who was reading a newspaper. She planted herself, bag and baggage, beside him.

"Ah, my!" she sighed.

He laid down his newspaper.

"Dat's a heavy package you'se got there, Sistah. Looks like it might be a trunk."

"Lawzee, Mister, dat ain't no trunk, an' it ain't no package, nuther. It ain't no more'n a ordinary Kirkman's soap box, what I paid ten cents fer. Howsomever," she added "taint de box what counts; 'tis what's in it." She smacked her lips and grinned her sweetest.

"An' what's in it, Sistah?"

"Ah, chile, now you's talkin'. Ef dat conductor man knowed how tired I is, he sho' would hustle dat train down de track."

"But, Sistah, that ain't tellin' me what you got in yo' box."

"My goodness, but you men is cur'us critters! Ah wish'n dat train would come on."

"Come on, Sistah, tell me what you got in yo' box. I ain't carin' if the train never comes."

"He, he, he! Ah 'clare to goodness! Well, ef you mus' know, I'se got three dozen roastin' years an' a duppin.

"Three dozen roastin' years an a *duppin!*. An' have you got any objections to tellin' me jes' what a *duppin* is?"

"Lawzee, chile, whar is you been raise?" She drew her shoulders up to their fullest height. "Why, whar I come from, we calls 'um *duppins;* I s'posen you-all calls 'um *watermillions.*"

"Ah, ah, watermillions! I say, Sistah, is you goin' to treat the homefolks?"

"Homefolks, nothin'! I'se goin' put my duppin on ice an' my roastin' years in my oven, an', I'll tell you, I'se goin' have one evermore dinner."

"Er—a—I s'pose, Sistah, you got a husban' an' chillun?"

"My, but you is de mos' cur'us man! Well, I ain't got a husban', dat is, I mean I ain't got none jus' at present. I ain't sayin' I won't git one 'fore long."

"Got him picked out?"

"Well, not '*zackly.*"

He moved as close to her as the division in the seat would allow.

"Er—ah—Sistah—," he began.

"TRAIN FOR WILMINGTON, CHESTER, PHILADELPHIA—!" called the stationmaster.

The "cullud lady" began gathering up her belongings.

"Er, I got a brother what lives up at Childs," remarked the "cullud gent'man," "I b'lieve I'll go up to see him. Lemme carry your Kirkman's soap box; 'tis too heavy for you."

"Lawzee, no!" she exploded. "You might drap it an' bust dat duppin—an' what I goin' do den? I got 'leven childern home waitin' fer a taste. You run 'long bout yo' business!"

He ran.

Mineral Assets of the Baltimore and Ohio Railroad

By G. P. Grimsley

Geologist

The cheaper industries can get raw materials, the more prosperous they will be, other things being equal. If the Baltimore and Ohio could furnish all industries on its lines with a large proportion of the raw materials they use, it would profit them and the Railroad considerably. Our lines run through a section of the country rich in mineral resources and not all of these are being used by our customers to the greatest possible extent. When this is brought about, we will be carrying coal, metal ores, limestone and other raw materials to the manufacturing centres, and bringing back manufactured products on the return haul. Hence, in addition to the economy to the manufacturer, it will mean loaded cars both ways for the Railroad. Wide-awake employes will be interested in the following article which tells of the large developed and undeveloped mineral resources along our lines.

THE importance of mineral development on the Baltimore and Ohio Railroad will be appreciated when it is understood that of its total freight tonnage, 67 per cent. is mineral freight.

At present 45.86 per cent. of the freight tonnage is bituminous coal. The coal resources of this Railroad are generally known to be very large, and it is rightfully regarded as one of America's leading coal railroads. It is estimated that the coal reserves tributary to its lines are not less than 25,000,000,000 tons, while the output in 1918 was 46,488,671 tons.

With the exception of anthracite, practically all varieties of coal are to be found in large quantity on the System. Gas coals, cement burning coals, smokeless steam coals, by-product and bee-hive coking coals are all available. There are 944 tipple mines on the Railroad.

While coal is the leading mineral asset, there are other valuable mineral deposits which add their quota to the total freight revenues.

Near Martinsburg, West Virginia is an area of limestone as pure as any found in this country. It is shipped in train loads to the steel centers of Pittsburgh, Johnstown, etc., to be used as furnace flux. The bulk of this limestone moves westward in the direction of the empty car haul, a movement of advantage to traffic efficiency. This limestone is also adapted to the manufacture of the high grade chemical lime which is used in various processes, as in the paper, leather and other industries.

Deposits of limestone suitable for flux and lime are worked near New Castle and at various points in Ohio and Indiana, with large areas available for future development.

At Millville and west of Harper's Ferry are deposits of dolomite, a magnesian limestone valuable for

flux, lime, and refractory linings. Four companies are now located in this area.

Marl beds composed of soft earthy lime, which forms valuable land fertilizer, are found in the eastern portion of West Virginia. So far but two companies are shipping this product, but the extent of the beds would justify greater development. The Railroad would benefit not merely by the additional freight revenue from the marl shipments, but would also benefit by the additional yield of crops from its use, and from the increased prosperity of the farmers, who would have a cheap and valuable fertilizer.

In this eastern portion of West Virginia are found almost ideal natural conditions for manufacture of Portland cement, within 100 miles of tidewater. The essential ingredients for Portland cement—limestone (or marl) and shale—lie side by side. Most of our large cement plants are forced to haul one or the other of these materials for considerable distances to the plants. This item of cost and inconvenience is absent in this location.

At Berkeley Springs and Great Cacapon, West Virginia, are deposits of unusually pure glass sand, and this industry has had a successful history. There are large tracts not yet opened, so that if necessary the output can be doubled and probably quadrupled. This sand is now used at New York in the manufacture of fused silicaware for use wherever extremely high temperatures are required.

Some of the best molding sands in this country are mined near Zanesville and Massillon, Ohio. By combination of sands near Zanesville, there is now produced a very fine casting sand for aluminum and bronze work. This grade of sand was formerly imported.

Quartz sandstone is found in large quantity on Cacapon mountain, West Virginia, suitable for the resistant fire brick required in open-hearth steel furnaces and linings of by-product coke ovens. An important industry now depends on this supply, with additional supply available for new plants. Pure quartz rock is shipped from points on the old main line in Maryland for various chemical uses, as ferro-silicon, silicon, wood filler, etc.

On the Ohio River near Mason City and Hartford are bromine salt brines, where valuable chemicals can be recovered in addition to the salt and bromine. There is an opportunity here for a profitable chemical industry.

Fluorspar is mined in Illinois and shipped from Shawneetown for special flux in the steel industry.

Feldspar is shipped from points on the old main line in Maryland for use as flux in china and pottery plants.

Talc or soapstone, a valuable refractory, is found not far west of the feldspar deposits and awaits development.

Deposits of high-grade fire clays, both flint and plastic, are located in Maryland, West Virginia, Pennsylvania and Ohio, tributary to this Railroad. Some of these deposits are now worked, but many of them are so far undeveloped.

Near Huron and Shoals, Ind., are beds of kaolin or pure white clay, valuable for china, porcelain and refractories. These deposits are used on a small scale, and give promise of future profitable industries.

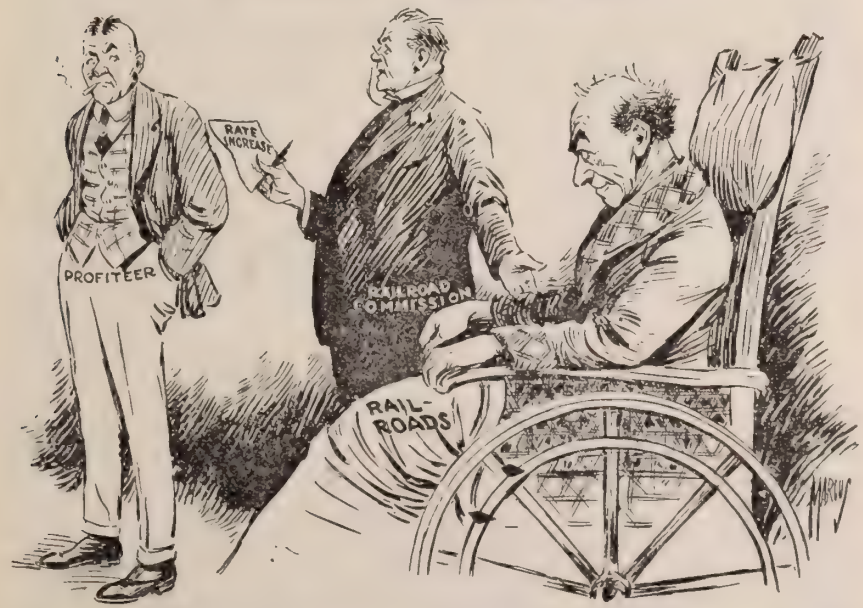
Iron ores, both brown and red hematites of good quality, are located in West Virginia on branch lines connecting with the Baltimore and Ohio.

Building stones of durable quality and pleasing shades of color are quarried along the Railroad, including the widely known Bedford limestone of Indiana, granites in Maryland, and limestones and sandstones in Ohio and West Virginia.

The present development of these various mineral deposits furnishes 37.4 per cent. of the freight revenues of the Baltimore and Ohio. The undeveloped reserves are natural assets which represent, to a very large extent, the basis of future additional revenues and add inherent value to the Railroad's stocks and securities.

A copy of mineral location map, enclosed in this issue of the MAGAZINE, has been prepared in colors, and may be secured upon request of H. O. Hartzell, manager Commercial Development, Baltimore and Ohio Building, Baltimore, Md.

NO SPREE OF HIGH PRICES



Doctor: "This prescription is for medicinal use ONLY!"

—From the New York "Times," August 8, 1920

USE THIS COUPON

Every employe of the Railroad engaged in traffic solicitation should have a copy in colors of the map of the mineral resources of the Baltimore and Ohio, shown in one color on the accompanying pages. Any other employe who is wide-awake to the possibility of securing business for the Railroad, whether he is an active solicitor or not, will do well to have the map for ready reference, also.

There may be an industry in your town that it may pay to develop a by-product. This by-product may need in its manufacture some raw mineral material which exists in quantities on the Baltimore and Ohio within inexpensive transportation distance. To such an industry, to your town, to yourself and to the Railroad, you will do a favor by showing how the Baltimore and Ohio can help in this respect. Use the coupon and send to H. O. Hartzell, manager, Commercial Development, Baltimore, Md., if you can use this map in colors effectively.

H. O. Hartzell,
Manager Commercial Development,
Baltimore and Ohio Building,
Baltimore, Md.

Please send me the mineral resources colored map of the Baltimore and Ohio.

Name.....

Business Address.....

Department.....

City.....State.....

The Little Peacemaker

By Frank A. Halverson

"DIDJA tell her, Jim?"

The question shouted across the street caused Conductor Farel to stop almost in his tracks. He knew that it was Engineer Casey before looking up. Only Casey was aware of the incident of yesterday's run.

"Didja, Jim?"

Again came the taunting interrogation to Farel's ears. A florid flush crept up the conductor's cheeks, for Casey had clasped his hands as if he were holding some one in an imaginary embrace.

"Away with you!" cried Conductor Farel, shaking his fist at the laughing Casey.

"That Casey is the imp of mischief," smiled Farel, his good nature returning when he sat down in the passenger car. "He's a torment. It was just my luck that he should be looking out of the engine window yesterday when the step broke under the weight of that buxom passenger. 'Twas funny from Casey's point of view. Crash went the step and back came the lady into my arms. She weighed something, too. I acted as a cushion and thereby broke her fall. If Casey had been tending his engine he wouldn't have seen it; but he wasn't. He was watching me in my struggles while the passenger had me down with a furry thing over my eyes; and by the time we were straightened up, Casey was tooting the whistle and ringing the bell. Just think of it! Me, Jim Farel, Senior Conductor on the Mountain Division, who has never been on the carpet for inattention to duties, to have Casey saying that if I didn't tell my wife Mary, he'd report me to Superintendent Judson for unbecoming conduct to a lady passenger! I know the heart of Casey. It's all for a joke. He won't tell the wife, but he'll hint at it and—" concluded Conductor Farel yawning as he pulled Clearwater's County paper, *The Advance*, out of his pocket and settled back for a quiet perusal of the local news after having satisfied himself that he still had ten minutes to spare before pulling out.

"My!" exclaimed Farel, his eyes opening wide, his breath retarded while his elevated foot thumped the carpeted floor with great violence. Staring at him was this headline:

THE HEMLOCK SPECIAL CAME IN FIFTEEN MINUTES LATE YESTERDAY

The big type danced before Conductor Farel's astonished face.

"Hang that Casey," muttered the conductor, drawing his hand across his eyes. "He must have told the reporter while we waited at Clearwater. My wife will read it and she'll know that it wasn't rheumatism that made me hunt up the liniment bottle this morning. Was ever an innocent man in a worse plight?"

To be sure, Farel, the conductor, was the innocent victim of the trouble between the Mountain Railroad and Editor Lorr of *The Advance*. Today the case was to be called for a hearing. The little community of Clearwater, perched upon one of the Allegheny hills, was quite excited. Editor Lorr, through the printed word, had aroused the mountain populace from mere curiosity to real excitement, and all because of this outrage, to use his words:

"Will the Court of Clearwater County award damages to the Mountain Railroad because an inoffensive old passenger coach, decrepit and time-worn, was hit by a wild flivver? In its exuberant hilarity, the irresistible gas wagon carried away one of the coach's steps. The flivver, regretting its unpardonable assault upon the aged and infirm, hastened away to be hid in a cloud of dust from Conductor Farel's eyes."

Two days later *The Advance* had carried this story:

"Our town, so quiet and unobstrusive, has had honors thrust upon it. No conquering hero has invaded our peaceful domain, but rather a Sherlock Holmes with his Assistant Watson has been pussy-footing around our sachet-scented garages, seeking the rendezvous of the flivver which, to wit, demolished the step of Conductor Farel's coach. While the old thing still creaks its painful way, we are trusting that justice will prevail and that Superintendent Judson's hirelings will apprehend the owner of the irresponsible joy wagon so that the law may take its righteous course. It is vital to the welfare of our community that this case should be settled for all time. Think of it! A peaceful old coach, resting at the Market Street crossing of our county seat, to be struck down in broad daylight by a caroming Lizzie! Had it been a younger coach, one that was just starting in life, our indignation would not be so pronounced. But the old one, built of hemlock of a gone generation, to be thus insulted in its senile infirmity, that's heartless. Others of its class are gone. Only the Mountain Division sticks to its by-gone relics. Every day the Hemlock Special wends its solitary way over the Allegheny mountains. How long, oh how long?"

The next *Advance* carried this message:

"The passengers of the Hemlock Special were treated to a novel sight when Conductor Farel essayed to be a carpenter yesterday. The injured step had been jarred loose while coming up the Allegheny hills. A passenger, who was built on the heavyweight style, was detained by the ever watchful conductor while he drove a few nails into the step for safety first. While Conductor Farel is an efficient ticket-puncher, he is not so true with the hammer and, therefore, his index finger is now encased in bandages. He missed the nail. While amusement of any sort is forbidden on the Mountain Division, yet Conductor Farel's two-step with his finger in his mouth was quite hilariously received by the passengers. However, it is now rumored that Director Judson will have an expert carpenter on the Hemlock Special so that repairs can be done with greater expediency."

And then this bombshell burst forth on the first page of *The Advance*.

"Ye Editor arrested. His flivver has been accused by Superintendent Judson's fly-cops as being guilty of the unpardonable assault upon the old coach of the Hemlock Special."

Farel looked at his watch. It was starting time. Catching the signal cord, he gave two pulls. Casey answered by starting out. Farel surveyed the passengers. The coach was nearly full. Toward the rear he saw Superintendent Judson in the act of letting his watch slip into his pocket. Farel whistled softly. Judson had almost caught him napping. Farel whistled again. There, almost in front of him sat Editor Lorr.

"Ah, ha!" muttered Conductor Farel. "I've got 'em both on today. If they meet, the fur'll fly. Judson's about ready to pitch into Lorr for ridiculing the Mountain Division. Lorr's seeing red for being arrested, 'cause his flivver broke one of the steps, but they don't know each other. Perhaps they won't meet until we get to Clearwater; that'll help to keep 'em apart."

Farel scanned Lorr surreptitiously. What he saw was a clean-cut, handsome man in the prime of life. His coal black hair was sprinkled with a touch of silvery gray that crept up by his temples; his eyes were penetrating and keen, while on his face, full and rounded, a tantalizing smile played as if his thoughts were quite humorous. Perhaps the incident of the flivver and the coach was occupying his mind. Furthermore, he was, no doubt, framing his defense to the Judge for his car's unpardonable conduct. At any rate, he lifted his hand and let it fall on his knee with a whacking emphasis. Farel noticed that a muscular arm backed it up to a pair of square-set shoulders which rested on a mighty compact body. His bearing, his every motion indicated to Farel that Lorr was a man capable of handling his own affairs

with speed and dispatch and, therefore, he let his appraising gaze rest on Judson for a probable comparison. The likeness of the two men was singularly similar. Judson, too, had a muscular, athletic body and in his grey eyes there lurked a smouldering fire that would flame at the first puff of adverse wind.

"Fighters, both of 'em," concluded Conductor Farel. "Something'll happen when they meet each other. Their blood's hot and it will boil into a quick passion. They won't give an inch. They're not built that way. Ah, ha! Here's a chance for a peacemaker, some hand to smooth down the ruffled feelings of two strangers who are ready to tear each other apart over absolutely nothing. But where's the peacemaker?"

Farel adjusted his glasses. He took a step forward. The lurching coach nearly catapulted him into Editor Lorr's lap. With a laugh, boyish and vibrant, Lorr steadied Farel as he said:

"When will Superintendent Judson advertise the Hemlock Special as the eighth wonder of the world?"

"Can't say," replied Farel pleasantly.

"Listen to this," continued Lorr. " 'Up among the grandeur of the Allegheny hills where the cloud-shadows play on the dimpled landscape, there still can be found a sight to thrill the weary sightseer. It is the Hemlock Special.' "

"Enough of that blarney," laughed Farel resting his hand on the editor's shoulder.

"Say, Farel, you don't feel sore about my kidding, do you? I've been making a fight for better service, for more modern coaches, and all of it has been for the good of the community. I want you to understand the motive back of my sarcasm."

"Sure," agreed Farel, passing on for the next ticket. Lorr wasn't a bad sort, right human after all and Conductor Farel found himself wishing that he would put it over Judson at the trial that day and that he would bombast the Hemlock Special so that he, too, would be given a decent set of coaches rather than the dilapidated relics that he and Casey were now running. There had been a lot of good common sense in Lorr's ridicule. His editorial arrows had driven home the truth that Clearwater was behind the times in railroad advancement and this was the motive that was animating Superintendent Judson in bringing the suit for damages. He wanted to hush up the fact that the Mountain Division was out of date.

"How's the old Hemlock Special, Farel?" asked Judson smilingly.

"Still groaning and creaking at Superintendent Judson for not giving the aged their well-earned rest," quoted Conductor Farel, the mobility of his face never changing.

Judson smiled. "Pretty mess, isn't it?"

Farel did not answer. His mind was busy, however. He could understand that Mr. Judson was heartily sick of the whole affair. Editor Lorr held the upper hand in the controversy. His weekly paper reached most of the people and, of course, passenger traffic on the Hemlock Special had dropped until the train was not a paying proposition.

"Lorr and Judson are like two fighting kids," meditated Farel. "They don't want to keep it up any longer, but they're too headstrong and touchy to quit. They're sort of wishing that the chip on their shoulders would be blown off, so that they could retreat with honors. One is afraid to show any weakening and the other is the same way. If some one bigger and stronger than they would take them by the neck and shake them a bit like my Dad used to do with me, I'll bet they would settle this case before it ever got to the Judge. It would take a giant to handle them and I'm not a giant," concluded Farel, stopping before a little boy, huddled up against the window corner, who shrank back from the approaching conductor.

"Well, my little man, where are you going this morning?"

Timidly, yet trustfully, the little fellow answered:



Crash went the step and back came the lady into my arms

"To Daddy."

Farel's blue eyes took a quick inventory of the small passenger. He was strong and sturdy with the characteristics of early manliness stamped upon him. His brown eyes were set intently on Conductor Farel.

"Where's your Daddy?" and Farel sat down beside him on the seat.

The boy gave a quick, apprehensive glance at his coat. It was buttoned tightly. Something moved inside of it. A whimpering nose of a small puppy dog was sticking out from the boy's bosom.

"Mercy on me!" exclaimed Farel. "What's that?"

The conductor reached out his big hand and patted the puppy's head gently. The boy gave him an unbelievable look of grateful admiration.

"That's Nige," said the boy, opening a button so that the blue eyes could look out from its prison.

"That's a dandy," said Farel, enthusiastically.

"Yes," said the boy. "His eyes opened yesterday. My Daddy didn't come home to see him."

"Why didn't he come?" questioned Farel, sensing the boy's keen disappointment that his father did not know that his puppy could see.

"A man told my Mamma that my Daddy had been taken to the hospital."

The boy's frankness struck Conductor Farel with the stunning force of a sledge-hammer. His Daddy hurt, and the boy was going to him; also, he was carrying the dearest treasure that he possessed—the puppy—to his Daddy.

Farel instinctively loved the boy. He learned that the boy's father was King Williams, who had the unbounded admiration of the railroad men. The boy seemed made out of the same mould. But was King Williams in the hospital?

"Wait a minute, my boy," said Conductor Farel. He walked back to Superintendent Judson's seat.

"Mr. Judson," began Farel, "was King Williams of 47 hurt yesterday?"

"Didn't you hear bout King Williams? Didn't you know that the air brakes had broken on 34 just after it passed over the top of the ridge last evening, and that the loaded trip of heavy coal cars was pushing it around the little Mule Shoe curve at a terrific speed rate which would pile the train at the bottom of little Trout Run?"

"No," replied Farel aghast.

"That's what happened. 34 was beyond Engineer Carlsen's control when he whistled the distress signal. Coming down the grade, falling, you might say, with the whistle wide open, Carlsen stuck like a Tartar to his engine. Through the wild roar of the leaping train, Carlsen heard an answering whistle and in one fleeting moment he saw a white cloud of smoke rising from the valley below the little Mule Shoe curve. Madly, Carlsen dashed onward, driven by the heavy cars, helpless, knowing that a crash awaited him at any moment. As he was being forced down the right side of the little Mule Shoe mountain, he saw an engine coming up the left grade, running light to meet him. When about fifty yards separated the two locomotives, the one coming up reversed its course and started back down the grade. On came Carlsen's 34 like the dust before the wind and on drove the engine ahead, but not with the same pace. The distance was lessening. The gap was growing shorter. Masterful driving on the part of the first engineer, whose speed was almost as great as the wildly advancing 34, made the shock almost nothing when the two engines met. Together the two engineers checked the runaway and stopped the train before it reached the yards. And when Engineer Carlsen ran up to the first engine and sprang into the cab, he found King Williams hanging over the throttle insensible."

"Hurt?" questioned Farel quickly.

"Seemingly not. King Williams' nerve snapped when the ordeal was over. He's in the hospital at Clearwater."

The Hemlock Special slowed down for the regular stop at Oldham. But before Conductor Farel swung off the coach he whispered to Editor Lorr that a boy with a puppy dog was stealing a ride and that he would likely be obliged to put him off at the next station. Farel saw Lorr rising and going back to the little passenger in the rear seat and he smiled benignly. Farel could picture Lorr when he saw the little brown and white puppy inside of the boy's coat; he could surmise his feelings and, therefore, Farel sent the following telegram to Mrs. King Williams with a singing heart:

"Your son is on my train this morning. He is taking his puppy to his father. I will bring him back tonight.

"James Farel, *Conductor*."

Accordingly Farel sought Judson and told him about the little passenger who was stealing a ride, and not that alone, but that he was carrying his dog with him. Judson flared up as Farel hoped he would.

"Put him off," ordered Judson brusquely.

"I'm sorry," stated Conductor Farel, "but I've got an unruly passenger in the smoking car and I want to get him off at the next stop."

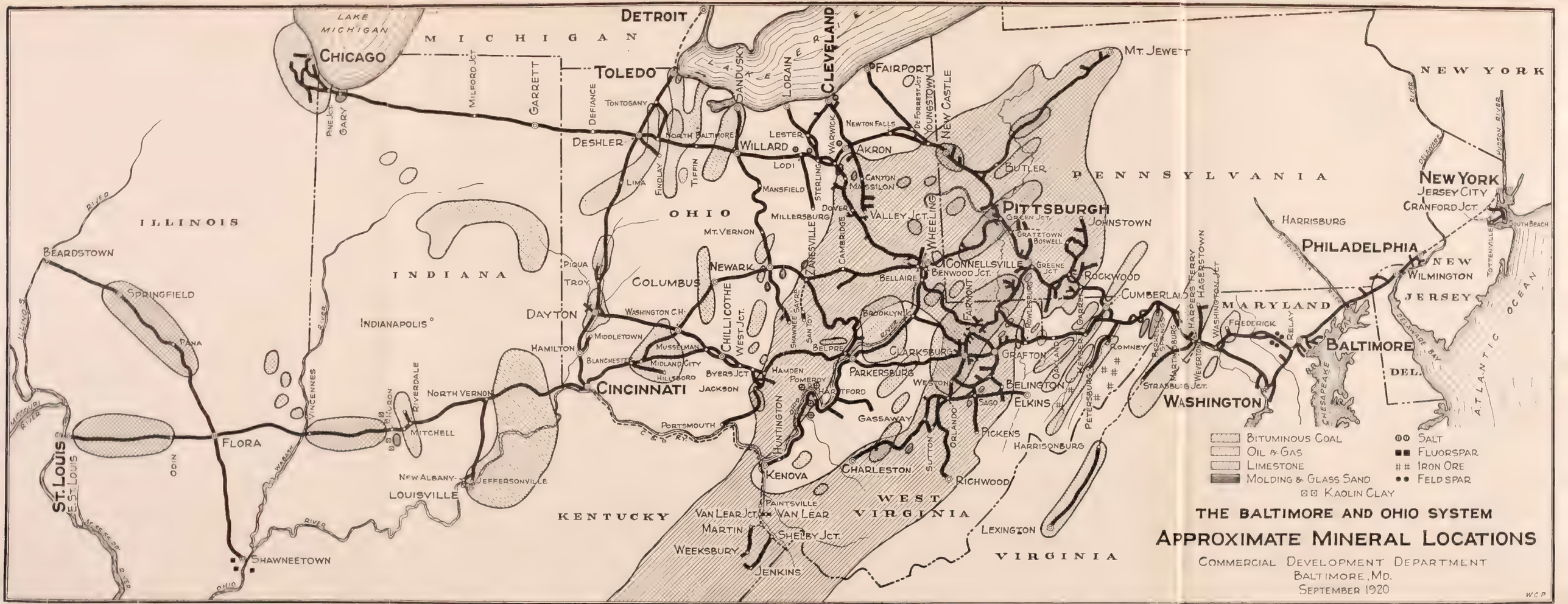
Farel spoke convincingly and Mr. Judson agreed to see that the little passenger with his puppy should be expedited from the Hemlock Special when Phillipstown was reached. Farel moved into the smoker, but he instructed his brakeman to watch proceedings from the passenger platform.

"My!" Farel uttered this exclamation with a sigh of relief as he sat down in the far corner of the smoker. "Let them fight it out. If I'm not wrong, Editor Lorr will take the kid's part against Judson when he tries to put him off at Phillipstown. They're not acquainted, and as Lorr and Judson are to meet the Judge today, they might as well have their go at each other right now. Of course, if Judson knew that the boy was the son of King Williams!" Farel sprang up; if the boy should tell that his father was King Williams, then Judson would hold Farel responsible for having told him to evict the lad. That would look mighty bad and get him in wrong with Judson. Breathing heavily, Farel hastened back. When half way down the aisle the brakeman, posted as an outlook, motioned for Farel to hasten his speed.

Through the glass door Farel saw Editor Lorr rising and facing Judson. He was gesticulating and talking loudly. Lorr stood calmly shielding the boy. The little fellow was securely hidden behind his broad back, and under his bulging coat he held his struggling puppy.

"Gentlemen!" cried Farel from the doorway.

The men paid no attention. The jolting coach threw Judson toward Lorr. His clenched hand struck the editor a glancing blow on the shoulder. Lorr's face blanched and hot passion surged through his veins. The muscles of his body grew taut, his arm began to move backward for an answering blow when all the fire of rage in Editor Lorr suddenly died. For in closing his hand he found Buddy Williams' little fingers in his hard grip. They had crept into his broad palm for protection, for safety, and what was more, they had saved Editor Lorr from giving a blow for a blow when in anger. Looking at the little hand, Lorr's head sank to his breast and in sitting down he pulled Buddy Williams close to him. Leaning against the seat stood Judson, his face pale, his heart chastised. Sweat, now cold, sprinkled his forehead, for Judson had seen the giant fingers of the boy holding back the

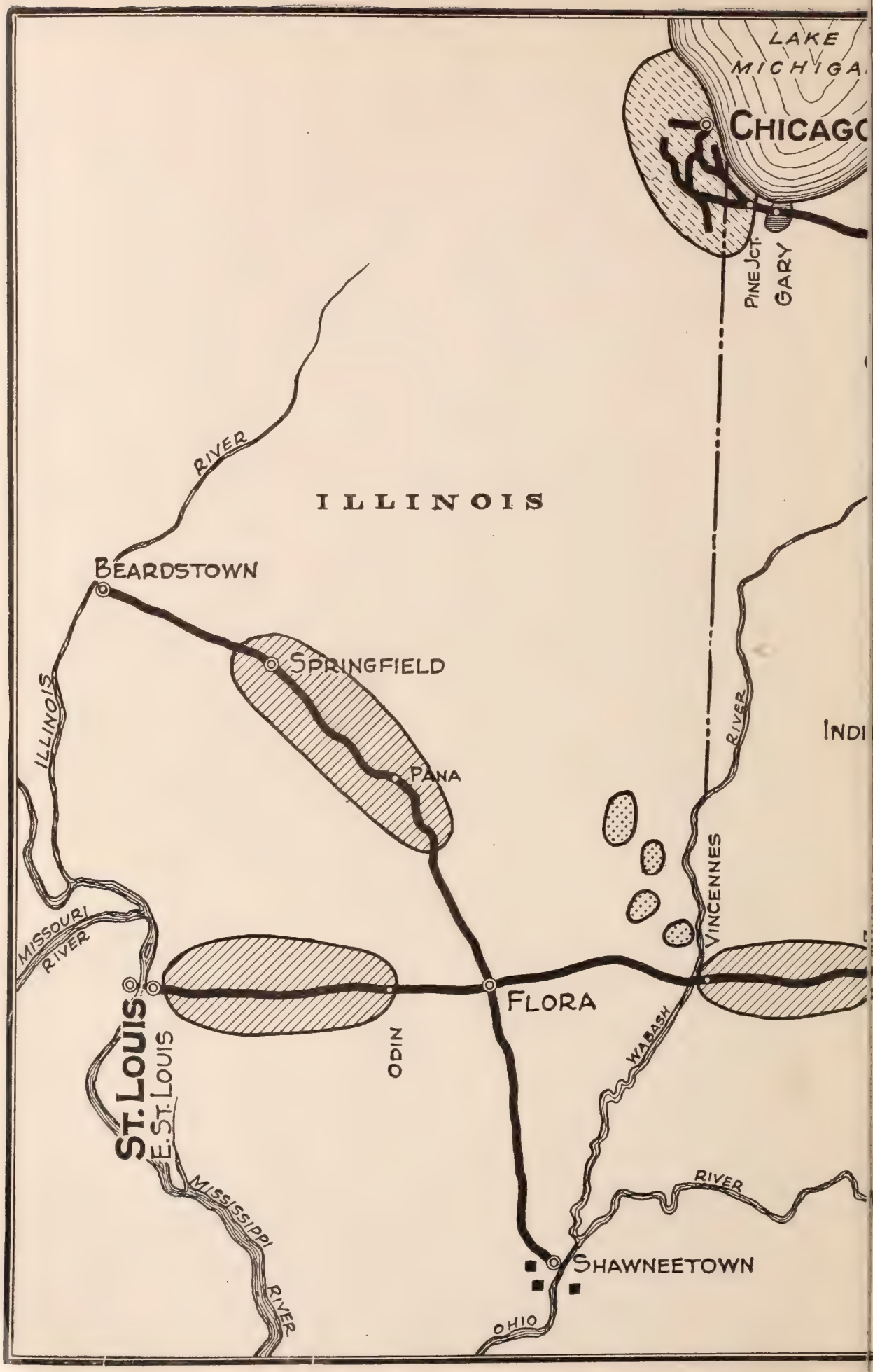


THE BALTIMORE AND OHIO SYSTEM

APPROXIMATE MINERAL LOCATIONS

COMMERCIAL DEVELOPMENT DEPARTMENT
BALTIMORE, MD.
SEPTEMBER 1920

W.C.P.


LAKE
MICHIGA.
CHICAGO
PINE JCT.
GARY
ILLINOIS
RIVER
BEARDSTOWN
SPRINGFIELD
PANA
ILLINOIS
RIVER
INDI
VINCENNES
MISSOURI
RIVER
ST. LOUIS
E. ST. LOUIS
FLORA
ODIN
WABASH
RIVER
MISSISSIPPI
RIVER
SHAWNEETOWN
OHIO

blow, not by force, but by the subtle power of boyish trust. He felt ashamed, humiliated and beaten in a manner that no bodily punishment could ever hurt him. Buddy Williams and his puppy were the giants—the peacemakers.

"I'm sorry," said Judson, "I—I was too hasty."

Lorr met him manfully by grasping Judson's outstretched hand.

"Me for the smoker," muttered Conductor Farel, beating a hasty retreat without being noticed by Judson or Lorr. "They'll settle with Buddy Williams and his puppy dog sitting between them."

When the Hemlock Special was nearing Clearwater, Conductor Farel came back into the rear coach, keeping a critical eye on the group occupying the last seat. Harmony seemed to be hovering over the party and Farel, becoming bolder, stepped into their midst.

"Farel," said Judson, "did you know that this gentleman was Mr. Lorr, editor of *The Advance*?"

"Yes, sir."

"And that this boy was King Williams' son and that he was taking the puppy dog to the hospital at Clearwater so that his father could see that its eyes had been opened?"

"Yes, sir."

Judson stared a questioning look at the conductor.

"Mr. Judson," said Farel smilingly, "I wanted you to meet Mr. Lorr before the case was called and so when I saw Buddy Williams and his puppy, I sent Mr. Lorr back and then by being busy with an unruly passenger in the smoker, I got you to come back to put the boy off. I sort of figured that you two men would settle up—"

"We have," cut in Judson quickly. "The fight's called off. I'm going to try to secure some new coaches—"

"And I," chimed in the editor, "am going to do what I can through our paper to acquaint the people with the general shortage of equipment on the railroads, brought about through no fault of theirs, so that they will help the situation, rather than hinder with unjust criticism."

Then, turning to Judson with an understanding look, he continued, "Engineer Casey told me a good one on Conductor Farel this morning that I want to print before the Hemlock Special is retired. Casey said that a buxom lady passenger—"

"Casey!" snorted Farel, "well, we're going to settle when we get in to Clearwater."



Depew, the Optimist

CHAUNCEY M. DEPEW, who remains young in his 87th year, retains his optimism and his faith in the republic. Age has not soured his genial nature or weakened his confidence in America. Discussing the situation in the United States, Mr. Depew said:

> There will be no panic and the cost of living is coming down. The country is on too sound a money basis for a panic. The cost of living will come down—gradually. I remember when the civil war closed. That was in 1865, but the cost of living did not get down to where it belonged until 1878.

Mr. Depew expresses the belief that the labor situation is improving and that a better understanding between capital and labor is being arrived at. In short, he views the future with supreme confidence and satisfaction.

This is the sort of talk that will do good Those who view with alarm and go about predicting calamity are spreading fear which cannot fail to be influential in retarding the country in reaching normal conditions. Optimists of the Depew type are needed. —Washington *Post*.

Wilmington Business Man Pleased with First Trip on Baltimore and Ohio

TRAFFIC Manager E. A. Cain, of the Pusey Jones Company, Wilmington, recently took a ride on No. 6 from Pittsburgh. During a business transaction with E. B. Rittenhouse, then freight agent at Wilmington, Mr. Cain remarked that this was his first trip over the Baltimore and Ohio and that he was delighted with the service. He said that no other line between Pittsburgh and the Eastern Coast has scenery comparable with that of our line. He was particularly pleased with the dining car service (add another pleased patron to your long list, Mr. Baugh), and, as a demonstration of the smoothness of the track, remarked that, even in going around the curves, his coffee had not spilled, as had frequently been the case with him on other lines. Mr. Cain says that he is booked for many future trips over our Road.—*Charles E. Hamilton.*

CAR MILES, CAR MILES,
CAR MILES, CAR MILES

Safety Section

Safe and Proper Handling of Track, Bridge and Building Material

By John T. Broderick
Superintendent of Safety

IF THE rules of the Operating, Maintenance of Way and Safety Departments, which have been issued by the Baltimore and Ohio and by many other lines for the guidance of employes engaged on track and structure work, were strictly observed, probably 90 per cent. of the accidents occurring in the handling of track, bridge and building material would be averted. But it is a difficult matter to keep this constantly before the men. Therefore, it becomes the duty of the supervising officer to continually check the men under his direction to prevent violations of the rules. In other words, the Safety problem in the performance of maintenance work by railroad employes is summed up in the maxim: "Eternal Vigilance is the Price of Safety."

Foremen! Protect New Employes

In hiring men, the foreman should make a special effort to impress upon them the necessity of carefulness and thoughtfulness while on duty. He should explain very clearly the accidents that will result from carelessness. Safety demands this.

When it is necessary to employ foreigners, special care should be taken to acquaint them with the book of rules and the regulations issued for the guidance of employes on or about the track.

Foremen! Inspect Tools Daily

In preparing for the day's work, the foreman should see that an inspection is made of all tools, appliances and hand cars, so that he may have positive knowledge that there are no defects which may result in accidents. This is especially important with respect to the condition of tools, since many accidents occur because the men do not take time to make a few necessary repairs.

Safe Handling of Rails

The improper handling of heavy track, bridge, building and other maintenance or construction materials is one of the principal causes of injury to employes.

Another prolific cause of injury is careless or dangerous methods in handling rails. This is true from the time the rail leaves the mill until it is placed in the track. Many of the rail mills now load heavy sections of rail by magnet cranes, thereby avoiding the risk that is involved in loading by hand or by skids. Magnet cranes should be used in loading or unloading rails in large quantities. Where rail is stored in small quantities and a crane is not available, the rail should be placed on skids in single layers so as to avoid unnecessary handling.

In unloading rail for distribution along the track a small crane, or, preferably, an air hoist unloader, should be used. Such a device is not only safe, but also economical, and

See the Doctor for Safety's Sake

Many times a minor injury develops into a serious one when the injured man fails to have a doctor examine his wounds. The number of injured employes who fail to take the necessary precations to have what appear to be minor injuries attended to promptly is surprising "It doesn't amount to much" is a poor excuse. Here's some convincing proof:

A section laborer was helping to lift ties from a coal car and toss them over the side. In attempting to lift a tie that rested on the car floor, it slipped and the laborer's fingers were mashed. He was urged by the foreman to leave the job and go to a doctor. The laborer went to a pump in the yard of a nearby farmhouse and washed the wounds. He then returned to work and told fellow employes that the injury did not amount to anything. Twelve days later he was forced to remain at home. The wound developed blood poisoning and a short time later he died.

While attempting to throw a switch at Cumminsville, Ohio, a trainman was struck on the foot by the switch ball when a train backed into the switch point and caused the lever to be jerked from his hand. He kept on working with the crew. When he went home that night and removed his shoe he found that a blister had formed on his toe. He punctured the blister. Later in the night the pain became so great that the trainman called a doctor. He was incapacitated for several weeks because of the injury, which probably would have amounted to little if he had seen a doctor immediately after being hurt.

While scrubbing the floor in the freight offices at Camden Station, Baltimore a charwoman picked up a splinter in the rag she was using. In attempting to wring the water from the rag, the splinter punctured her hand. Her boss attempted to remove the splinter and partly succeeded. At home that night she probed for the rest of it. The next day she visited the Company's physician. She lost several days from work while her hand was healing.

While he was knocking sheeting from a box car, a car builder at Zanesville Ohio, was injured when a piece of the sheeting fell and a sharp point punctured his leg. After he had pulled the sheeting from his flesh, he continued working. When he went home he told his wife of the accident and she put hot applications to it. After five hours the pain became so intense that the wife insisted on calling a doctor. For two months he suffered greatly from the wound and finally had to leave his work entirely. The injury may be permanent and the delay in seeing a physician is probably greatly to blame.

"This wrench had slipped several times when I got hold of a bad nut. The jaw was worn some and I would call it a defective tool." This was the comment of a car repairman at Chillicothe after he was injured. In attempting to tighten a nut the wrench slipped and he fell backwards and against a jack standing in the pathway. His elbow was skinned. This repairman kept on working. The next day he came back to work, but finally had to quit and go to see a doctor. Blood poisoning developed and he suffered greatly. He was off his job for 36 days.

When a big lump of coal rolled from the tank of an engine and struck a fireman on the Cumberland Division he paid no attention to the injury. Ten days later he called a doctor to look at his leg. He did what the doctor told him to do for a short time and then began trying home remedies. Finally he was forced to go to a hospital for treatment. The injury is improving, but slowly.

is therefore doubly justified. Even with the use of such mechanical unloading devices, there are frequent injuries to the men in separating the rails in the car and attaching them to the hoist. This is especially true where rails are loaded indiscriminately into the cars or nested in close tiers. In order to avoid this, the rail should be loaded "head up" in tiers, with timber strips between each tier. From a Safety standpoint such a method of loading is almost ideal.

Rail tongs should be used for ground work. Where labor is scarce when rail is being laid and a sufficient number of experienced men cannot be obtained to safely pick up rails, the use of one of the several types of rail laying machines would be advisable. These machines generally embody some form of hoisting device, mounted on a push car and may he handled by a very small gang.

When air-operated rail hoists are used, the foreman should see that all working parts are in proper order, that the cables and rail tongs are safe and that the stay chains extending from the corner of the car to the boom are properly adjusted and secured. The men employed with rail hoists should be organized in gangs, so that each man shall know exactly what is expected of him.

Men handling rail should themselves be handled carefully. Handling rail is a ticklish job and unnecessarily loud criticism and the yelling of instructions have a tendency to excite the more sensitive ones and to cause them to blunder and hurt themselves and their comrades. Teamwork is a pretty thing to watch in a rail-laying gang. It can make this difficult job run with almost unbelievable smoothness and rhythm.

When it is necessary to load rails upon cars by hand the gang should be divided equally at the ends of the rail. No attempt should be made to throw the rail unless an ample force is at hand. One member of the gang should be specifically designated to call directions. No attempt should be made to load when men cannot get away quickly in the event of the rail falling back. It is also deemed essential in the interests of Safety that the loading of material be discontinued while trains or cars are passing on adjoining tracks.

Orderly Tie Handling Prevents Accidents

While the handling of ties does not cause as large a number of injuries as the handling of rail, yet special effort should be made to insure Safety. When being piled for loading, or in storage yards, ties should be placed in medium size and uniform piles, according to some approved plan. This will add not only to the stability of the pile, but also insure safe and economical handling to cars. At large stores or at tie treating plants, the use of a locomotive crane is justified for the handling of ties, since it is safer and more economical.

When ties are unloaded for renewal, they should be distributed and piled in comparatively small lots, say, from three to five ties. They should be lined up uniformly and at some fixed distance from the track. This will prevent men stumbling over them. In renewing ties, the use of tie tongs, where available, is advisable.

Other Track Material

Other classes of track material presenting difficulties and dangers in handling are frogs, switches and crossings, and to some extent, ballast. Frog and switch material should be handled in much the same manner as rail. For heavy and complicated work, it is often advisable to place the material directly in position with a locomotive or wrecking crane.

SAFETY DEPARTMENT

Record of Shops, Showing Man Hours Worked Per Injury, July, 1920

Honor Roll Shops Are Those Having No Reportable Injuries.

This Month's Honor Roll	Injuries	Man Hours Worked	Rank in June
Gassaway	0	57,636	Honor Roll
Hazelton	0	32,700	Honor Roll
Weston	0	27,610	11

Rank	Shops	Man Hours Worked	Number of Injuries	Man Hours Per Injury	Rank in June
1	Glenwood (Master Mechanic)	164,183	2	82,091	16
2	Holloway	78,755	1	78,755	9
3	Newark	221,147	3	73,715	5
4	Painesville	61,818	1	61,818	Honor Roll
5	Ohio River (High Yard)	57,596	1	57,596	3
6	East Side	371,263	7	53,037	18
7	Lorain	141,820	3	47,273	1
8	East Chicago	43,452	1	43,452	Honor Roll
9	South Chicago	86,400	2	43,200	24
10	Stock Yards	40,314	1	40,314	20
11	Cone	38,555	1	38,555	Honor Roll
12	Fairmont	75,595	2	37,797	2
13	Cleveland	111,839	3	37,279	4
14	Brunswick	371,263	10	37,126	8
15	Somerset	35,948	1	35,948	Honor Roll
16	Washington, Ind	238,908	7	34,129	7
17	New Castle	125,809	4	31,452	23
18	East Dayton	29,840	1	29,840	Honor Roll
19	Lincoln St (inc. Robey St.)	99,269	4	24,817	16
20	Grafton	169,271	7	24,181	27
21	Keyser	311,514	13	23,962	22
22	Seymour	22,182	1	22,182	17
23	Cumberland (Master Mechanic)	393,712	18	21,873	25
24	Benwood	140,747	7	20,107	6
25	Chillicothe	155,849	9	17,316	28
26	Rossford	32,190	2	16,095	26
27	Lima	64,230	4	16,057	21
28	Connellsville	160,392	10	16,039	10
29	Flora	29,561	2	14,780	35
30	Riverside	371,263	26	14,279	12
31	Storrs	103,071	9	11,452	19
32	Glenwood (Back Shop)	118,703	11	10,791	14
33	Cumberland (Back Shop)	113,261	11	10,296	29
34	Mt. Clare	458,916	45	10,198	34
35	Garrett	147,600	21	7,028	32
36	Willard	99,520	15	6,635	31
37	Martinsburg	31,558	5	6,311	36
38	Ivorydale	81,420	13	6,263	30
39	Ohio River (Low Yard)	76,814	15	5,121	13
40	Zanesville	24,539	8	3,067	33

Total Injuries by Months:

January, 302; February, 239; March, 303; April, 282; May, 313; June, 307; July, 307.

About the only chance of injury in the handling of ballast is in the unloading and distribution along the track. Where this is done from ordinary cars, such as hoppers or hopper bottom gondolas, considerable difficulty is sometimes experienced in getting the material to run out properly, causing too heavy unloading in some places, resulting not unusually in cars being derailed and men being injured. Care should be used to so regulate the flow of ballast from the cars as to give a uniform distribution along the track. The cars should not be moved without warning being given the men working in the cars.

The foreman should exercise particular care in the unloading of material along the right of way, so placing it as to prevent its fouling the track. He should see that his men do not pile ballast so high in the center or along the side of the track that it will come in contact with the pilot or with other parts of locomotives or cars. Aside from the danger of causing a serious train accident, the material is likely to be thrown with sufficient force to injure persons nearby.

"Pony Cars" Useful

In general, in the handling of almost any track material, the small monorail cars of the type generally known as "pony cars" are very useful. They will carry heavy loads, can be handled by one or two men, and may be quickly unloaded and lifted from the rail.

In handling bridge material, especially in maintenance work, the use of "pony cars" is advisable. This is especially true as regards timbers. Material is generally lifted or lowered into place by means of rope and tackle, and, provided these are of proper quality and the men using them are sufficiently experienced, little or no improvement could be suggested. In placing bridge ties, however, the use of timber carriers of a two-man type is recommended as being safer and more expeditious than rope.

In loading heavy ties or timber of large dimension at storage yards, it is advisable to use flat cars or drop-end gondolas. This will avoid the lifting of the timber over the high sides of a car, if a crane or other device is not available. The storage yards themselves should be equipped with derricks or locomotive cranes. By concentrating storage at a few principal points, the use of such devices can generally be made an economic as well as a safe feature.

Handling Miscellaneous Materials

Heavy steel work and structural members are generally handled by cranes, derricks or travellers. On some smaller job, however, considerable manual handling is often done, but it is nearly always possible to obtain the use of a wrecking or other crane for such work. Plate girder or I-beam spans and slabs should be unloaded from cars in this manner and it is generally best to use a crane in placing them.

In erecting buildings, the foregoing remarks also apply to heavy timber and steel members. In handling brick, terra cotta, or similar material, where the building is carried to a height of several stories, an elevator should be provided. This is better than having the material carried up ladders. On the ground, such material should be piled in a neat and stable manner, both as a measure of protection to the material itself and to prevent injuries to the workmen.

Of miscellaneous materials which require special caution, mention may be made of inflammable and explosive substances. Gasoline, oil, etc., should be kept for distribution at some central point in properly designed storehouses. Only comparatively small quantities should be kept at outlying points, and then only in an approved type of tank.

When the use of explosives is frequent enough to justify keeping a quantity on hand, a properly protected container should be provided at some isolated point. Under no circumstances should they be kept in section houses, freight houses, etc.

While the foregoing remarks are urged for the safe handling of track, bridge and building material, it is equally important to see that proper care is exercised in the handling of all material used in railroad operation. With that in view, all Safety rules outlining the manner in which the work should be performed must be enforced to protect employes against accidents.

Can an Auditing Department Clerk Boost Car Miles?

By G. Fred Miller

Secretary to Auditor Passenger Receipts

ALTHOUGH we folks of the Auditor Passenger Receipts office are not directly connected with the big movement of the railroad world today, *i. e.*, "Greater Car Miles Per Day," nevertheless, being employes of the Baltimore and Ohio Railroad, we have a splendid opportunity to help this cause along in one or two ways:

First; in our railroad work we come in contact with persons from all branches of the service, including the departments primarily interested in the loading and unloading of freight cars, and it is quite an easy matter to endeavor to spread the feeling of good fellowship and loyalty among the other employes whom we meet. Being loyal necessarily means that the work will be the gainer through conscientious service on the part of the men; also in being loyal a man is usually happy, which naturally results in better work. Therefore, by talking loyalty among our fellow clerks we are in an indirect but resultful way helping to keep freight cars moving.

Second: it is our duty as part of the great Baltimore and Ohio family to boost the road in all respects and at all times. In traveling over the



THE MAN WITH THE MOST BRAINS DOES NOT ALWAYS GET THE MOST PAY

Student—Congratulations, Professor! I see you have at last bought a car.
Professor—Nonsense, my boy, I can't afford one; that car belongs to our new cook.

railroad this is made possible in our meeting with the traveling public.

Another splendid opportunity is afforded at our clubs and lodges. A word of praise is so much easier to give than the thrust in the back.

When we boost the Baltimore and Ohio we do so knowing we speak the truth, in regard to freight, passenger and dining car service. A salesman has no trouble in doing business on his second trip, if on his first trip he has sold articles which have proved to be just what he told the buyers. Therefore, we should feel very proud in boosting our road as second to none.

COURTESY also plays a great part in obtaining and holding railroad business. Men who make large shipments over railroads frequently are compelled to make personal trips in the interest of their business. These men pay special attention to the train service given them, the neatness of the cars and the train crews, the manner in which they are approached by those in charge of the train, and the service they receive in the dining cars. There is no better way to win a man's heart and business, than by giving him a good meal—which gives a good opportunity to our dining car employes.

If a man is treated well on his first trip, he is bound to come back again, and there is no question but that he will ship his freight via the road he travels as a passenger. Furthermore, it is a surety that the passenger who receives good service will advertise the treatment he receives, in conversation with his friends.

Our office has always been among the leaders in contributions to the Red Cross, Salvation Army, Liberty Bonds, and other public spirited moves, and I am sure we are at all times doing what we can to instill the spirit of loyalty; to boost the Baltimore and Ohio whenever possible, and to be courteous and polite to the traveling public.

Economy of Electric Traction

A CAREFUL study of the seriously congested tracks of the Baltimore and Ohio, between Grafton and Cumberland, disclosed vitally interesting facts. Company coal movement in coal cars and engine tenders constituted over 11 per cent. of the total ton miles passing over the tracks. In other words, due to the very broken profile of this division, the equivalent of one train in every nine is required to haul the coal burned on the engines. Taking advantage of this fact and the higher speed and hauling capacity of the electric locomotive and its freedom from delays due to taking on water and fuel, it is estimated that the three tracks now badly congested with present steam engine tonnage, could carry 80 per cent. more freight with electric locomotive operation. The coal output of the Fairmont district is largely restricted by the congestion of this division and it is probable that equal relief with continued steam engine operation could not be secured without the expenditure of a much larger sum for additional track facilities than would be needed to put electric locomotives upon the present tracks. *Railway Age.*

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From the Governor of West Virginia to the Baltimore and Ohio

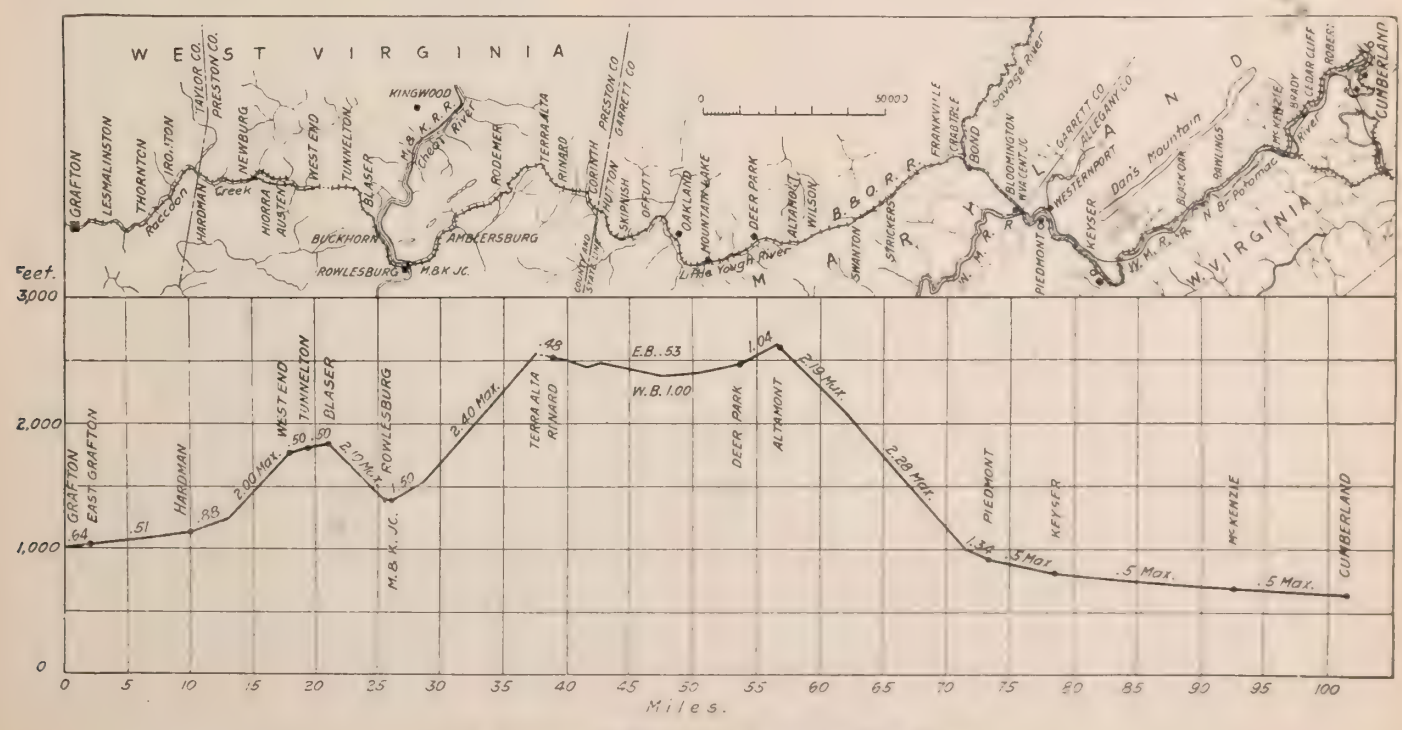
IN THE August issue of the MAGAZINE, we published a letter from the Honorable William J. Sproul, Governor of the State of Pennsylvania, to our Passenger Department, commending the splendid service given him and his party on his trip to and from the National Republican Convention in Chicago in June. Now comes a gratifying communication from another governor, the Honorable John J. Cornwall, of West Virginia.

On August 12 Mr. Cornwall dined on a Baltimore and Ohio dining car, in charge of Steward Charles B. Kautz. After he had paid the check he wrote across the face of it:

"Good meal and service, fish excellent.

(Signed) JOHN J. CORNWALL,
Governor of West Virginia."

We thank the Governor for his courtesy and congratulate Steward Kautz on the compliment.



The Baltimore and Ohio Line in Maryland and West Virginia



Assured that our readers will welcome advice and suggestions on the all-important problem of health preservation and life extension, based on the latest advances in medical science, it will be the purpose of this section of the MAGAZINE *to present brief and instructive articles each month by members of the medical staff of the Relief Department. We know our efforts will appeal to our readers. If only a few profit by the advice offered, our contribution to the sum of human happiness will be considerable, and our service of value. The addition of one, five or fifteen years to a life is well worth the task.*

Care of Our Eyes

By Dr. J. Gilbert Selby
Medical Examiner, Cumberland Md.

THE eye is a marvelous and delicate mechanism and is next in importance to the vital organs of the body. Many of us unwittingly abuse our eyes. The most common defects are known as near-sight, far-sight and astigmatism; these should receive prompt attention from an *oculist.*

Many defects may be cured by proper glasses, which train the eye back to normal. Cross-eyes may be benefited by a simple operation. Muscular defects often cause eye strain without our knowing what is wrong. Other eye troubles affect the lids, or first attack them and later impair vision. Proper and skillful professional treatment will usually cure these conditions, but cases complicated by infections may leave permanent scars.

There are so many kinds of eye troubles that all of them cannot be discussed here, nor can we treat ourselves. It is as unwise to have glasses fitted by an optician as it is to go to a druggist for treatment in sickness. For persistent pain or discomfort in the eyes, a reliable oculist should be consulted, and if glasses are required he will prescribe or order them for you.

An optician is one who, without preliminary medical instruction, has acquired some knowledge regarding the application of glasses to correct defective vision. An oculist, however, is a licensed physician, whose knowledge of the human body, and particularly the eye, enables him to determine whether the defective vision is due to eye disease or underlying physical ailments, or simply to improper formation of the eyeball.

The optician has no means of determining the presence of disease as an underlying cause, and while even in some of these cases vision may be slightly, but temporarily, improved by glasses fitted by an optician, the disease itself is neglected and vision may eventually be entirely lost. The optician should simply furnish glasses prescribed by an oculist after a careful examination.

Although we cannot treat ourselves, we may easily avoid preventable eye trouble.

1. When using the eyes for close work, such as reading, writing and sewing, be sure to have a good clear light, preferably from above, behind and over the right shoulder.

2. Do not hold the book or work closer than 12 inches from the eyes.

3. Do not use the eyes continuously without an occasional rest, such as closing them, or by looking away from the book or work for a few moments. This should be done at least every hour while engaged upon delicate work or reading fine print.

4. Do not use your eyes constantly in an unsteady or flickering light.

5. Always wear goggles when compelled to work where flying particles may injure the eyes.

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. GRAHAM	Operator	Kanawha Station, W. Va.
J. H. COULBOURN	Passenger Baggageman	Philadelphia, Pa.
GEORGE G. JAMES	Conductor	Baltimore, Md.
JOHN F. WUNNER	Clerk	New York, N. Y.

Motive Power Department

L. A. CATHER	Machinist	Fairmont, W. Va.
W. D. LENDERKING	Plumber	Baltimore, Md.
D. J. REID	Machinist	East Chicago, Ind.
H. W. OLDENBURG	Car Inspector	Cincinnati, Ohio

Maintenance of Way Department

IRA E. BAKER	Section Foreman	Kanawha Station, W. Va.
J. S. PRICE	Account Clerk	Newark, Ohio
F. A. TAYLOR	Master Carpenter	Cumberland, Md.
HENRY F. EGGERT	Track Foreman	Pleasant Plain, Ohio

Statement of Pension Feature

Employes who have been honorably retired during the month of August, 1920, and to whom pensions have been granted:

Name	Last Occupation	Department	Division	Years of Service
Fitzgerald, Thomas	Laborer	Motive Power	Baltimore	40
Gaither, Frank	Moulder	Motive Power	Mt. Clare	48
Jackson, Edward H	Crossing Watchman	Maintenance of Way	Philadelphia	34
Lewis, Emma M	Agent	Cond'g Transportat'n.	Baltimore	22
Litchfield, Israel F	Machine Operator	Motive Power	Baltimore	47
Lord, William H	Conductor	Cond'g Transportat'n.	Newark	43
McCaffrey, Patrick	Clerk	Traffic	Toledo	54
McCarthy, Dennis J	Foreman	Maintenance of Way	B. & O. C. T.	45
Mullen, John	Engineer	Cond'g Transportat'n.	Cumberland	41
Norris, James	Car Oiler	Motive Power	Newark	26
Shafer, Jacob	Trackman	Maintenance of Way	Newark	39

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1919, $333,807.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature on October 1, 1884, to April 30, 1920, amount to $4,032,546.35.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Ferebee, Albert E	Cr. Watchman	C. T.	Philadelphia	August 2, 1920	29
Johnston, John	Laborer	C. T.	Philadelphia	August 26, 1920	25
Longshore, Henry C	Engineman	C. T.	Newark	August 19, 1920	44
Stine, William	Machinist	M. P.	Baltimore	August 7, 1920	44

6. Wear amber colored glasses or an eye shade whenever work is done under a very brilliant light.

7. Avoid the common towel, other people's handkerchiefs, or rubbing the eyes with dirty hands. Contagious eye disease is communicated in this way.

We speak of anything that enters the eye as a foreign body. Many of these are wiped away by winking and carried out by the profuse watering of the eye if they are not imbedded in the eyeball or under the lids. When these particles are not too firmly fixed in the eye, they may often be removed by a bit of absorbent cotton wound about a toothpick; this is dipped in cold water to make the cool, moist cotton less irritating as it is passed over the eyeball.

When particles cannot be easily removed in this manner an oculist must be consulted, as these injuries cause abrasions and ulcers, which may be followed by infection leading to partial or complete blindness.

The usual location of particles that are freely movable is just back of the inside margin of the lid; or, if fixed or imbedded, on the cornea or central part of the eye. When lodged beneath the lower lid they cause little discomfort; but those under the upper lid are extremely painful and the discomfort is increased by every movement of the eye.

Foreign bodies imbedded in the cornea often cause little discomfort at first, but after several hours the eye becomes very painful, and the pain is greatly increased by exposure to strong light. There will be a red ring around the cornea, with increased watering of the eye. The sensation that a foreign body is still in the eye sometimes persists after its removal; this is due to the irritation it aroused, and it will eventually subside.

Under certain conditions, a particle may remain in the eye for a long time without giving trouble, but this is unusual.

The practice of placing flaxseed or similar particles in the eye, for the purpose of pushing out or removing a foreign body, is bad; it is not only ineffective, but frequently increases the irritation.

Overheard at the Medical Quiz

Prof. Sapio: Dr. Wright, is pain in the back usually an indication of kidney trouble?

Dr. Wright: No more so than a simple headache is indicative of brain trouble. As a matter of fact, pain in the back is seldom experienced even in serious kidney diseases.

Prof. S.: What, then, causes this symptom?

Dr. W.: It is usually due to an inflamed or rheumatic condition of the muscles, which is termed myalgia of the lumbar muscles, or lumbago.

Prof. S.: What are the best means to treat lumbago?

Dr. W.: Hot applications, massage and rest should relieve the trouble in a few days.

Prof. S.: Very good, but should the symptom persist, a physician should be consulted.

Twenty-ninth Meeting of the Baltimore and Ohio Association of Railway Surgeons—Baltimore, Md., September 7, 8 and 9

THE four elements of representative attendance, social intercourse, professional interest, and educational exchange of ideas were so well united at the Twenty-ninth Annual Meeting of the Baltimore and Ohio Association of Railway Surgeons, held at Baltimore on September 7, 8, and 9, that this convention must in all ways be classed as the most interesting, successful and helpful gathering ever held by the Association.

One hundred and eighty-five surgeons registered at the official headquarters at the Southern Hotel. Including the families of the members, the registration totaled 354 persons.

The opening session was on Tuesday, September 7, at 9.30 a. m., and embraced the following:

Address of Welcome on behalf of the City of Baltimore.
Hon. W. F. Broening, Mayor of the City of Baltimore.

Address of Welcome on behalf of the Medical Profession of the City of Baltimore.
Dr. Frank S. Lynn, Secretary of the Baltimore City Medical Society.

Address of Welcome on behalf of the Baltimore and Ohio Railroad Company.
George M. Shriver, Senior Vice-President.

Response—
Dr. W. F. Morrison, Philadelphia, Pa, President of The Baltimore and Ohio Association of Railway Surgeons.

Introductory Remarks—
W. J. Dudley, Superintendent Relief Department.
Dr. E. V. Milholland, Medical and Surgical Director.
Dr. Page Edmunds, Consulting and General Surgeon.

The medical and surgical profession must keep pace with all discoveries in medical science and new methods in surgery. It cannot afford to stand still or to retrogress. The opportunity offered to present new ideas, and new methods which have proved their value, was not neglected by the members and a working program was quickly arranged.

The following papers were presented by specialists in their respective lines and these treatises were of unusual merit and of great educational benefit to all who heard them.

Minor Injuries: Their Care and Their Dangers.
Dr. Joseph A. Hall, Consulting Surgeon, Cincinnati, Ohio.

Focal Infection as a Factor Among the Injured.
Dr. N. R. Eastman, Mt. Vernon, Ohio.

The Medical Aspect of Industrial Surgery.
Dr. G. Carroll Lockhard, Medical Consultant, Baltimore, Md.

The Effects of Solutions on Wounds.
Dr. Walter R. Griess, Consulting Surgeon, Cincinnati, Ohio.

Report of Cases and Results.
Dr. Page Edmunds, Consulting and General Surgeon, Baltimore, Md.

Some Remarks on Industrial Eye Surgery.
Dr. E. A. Looper, Oculist, Baltimore, Md.

Congenital Hypertrophic Stenosis of the Pylorus.
Dr. A. C. Harrison, Consulting Surgeon, Baltimore, Md.

Diagnosis and Treatment of Bladder and Kidney Diseases in Elderly Men.
Dr. V. P. Lespinasse, Chicago, Ill.

The Pelvic Appendix.
Dr. Robert J. Reed, Wheeling, W.Va.

A Consideration of Some Real and Imaginary Traumas of the Back and Spine.
Dr. C. R. Ogden, Clarksburg, W. Va.

Newer Methods of Anæsthesia and Their Values.
Dr. L. D. Norris, Fairmont, W. Va.

Diagnosis, Treatment and Prognosis of Nerve Injuries to the Extremities.
Dr. C. R. G. Forrester, Consulting Surgeon, Chicago, Ill.

Injuries to the Peripheral Nerves and Their Treatment.
Dr. Irving J. Spear, Neurologist, Baltimore, Md.

Dislocation of the Semilunar Bone—Report of a Case in which Reduction was Successful.
Dr. W. W. Golden, Elkins, W. Va.

Fractures.
Dr. Oliver S. Steiner, Lima, Ohio.

It was regretted that we were prevented from hearing papers prepared by the following surgeons because of their unavoidable absence:

Uveitis, Depending upon Focal Infection in the Appendix (read before the American Opthalmological Society).
Dr. H. H. McGuire, Oculist, Winchester, Va.



The members of the Baltimore and Ohio Association of Railway Surgeons and their families

On account of the shape of the picture it had to be cut in four sections. The lowest section is indistinct because of blemish in the original photograph supplied. Read left to right, down the page)

Fractures.
Dr. H. H. Hatfield, Huntington, W. Va.
Acute Intestinal Obstruction.
Dr. Harvey S. McKay, St. Louis, Mo.

The following officers were elected on Thursday, September 9:

Dr. E. B. Fittro, Salem, W.Va., President.
Dr. J. G. Shirer, Newark, Ohio, First Vice-President.
Dr. V. D. Lespinasse, Chicago, Ill., Second Vice-President.
C. E. Johnson, Baltimore, Md., Secretary-Treasurer. Re-elected.

After the election the convention adjourned, to meet in Baltimore in 1921.

The members of the Association and their visiting ladies were entertained in various ways by the railway management. They viewed the city and its suburban environment through the medium of sight-seeing automobile tours. The ladies attended the movies during the two days' sessions when the surgeons were involved in the details of business. All gathered at the Southern Hotel for the Reception and Entertainment, on the trip up the Chesapeake Bay and along the Sassafras River; and at Carlin's Park on the evening of September 9.

The details of the Vaudeville Entertainment at the Southern Hotel on the night of September 7 were arranged by Joseph W. Swikert, of the Relief Department, and the success of that portion of the pleasure-seeking side of the convention was largely due to his ability as an organizer and stage manager; lastly, but not least, to his own part in the entertainment.

The trip up the Chesapeake Bay on September 8 on the steamer Annapolis, was enjoyed by all of the visitors. The bay and river scenery was a revelation to some of our visitors from interior points. The buffet supper on the steamer was delicious. Foods to be served hot were piping hot and the ices were firm and of proper frigidity. Who was responsible? Why, John J. Bopp, of the Baltimore and Ohio Central Building Dining Room. Just another one of his successes, that's all.

Good-byes were said on Thursday evening when the visitors claimed their Pullman reservations, feeling and saying that Baltimore still held its laurels for hospitality.

Just a word, and we would like to make it a big one, for Miss Helen Bourne, the tactful and gracious social secretary at the Registration office. During the sessions and during the entertainments she tried to make everyone feel at home, and succeeded.

These were the committees which lasted to the finish and put the convention through:

COMMITTEE ON ARRANGEMENTS

Dr. E. H. Mathers, Chairman	Baltimore, Md.
Dr. Page Edmunds	Baltimore, Md.
Dr. R. W. Locher	Baltimore, Md.
Dr. J. A. Robb	Baltimore, Md.
Dr. Frank S. Lynn	Baltimore, Md.
Dr. R. D. Sykes	Baltimore, Md.

EXECUTIVE COMMITTEE

Dr. H. S. Hedges, Chairman	Brunswick, Md.
Dr. H. B. Anderson	Newark, Ohio.
Dr. J. N. Sprowls	Claysville, Pa.
Dr. J. W. McDonald	Fairmont, W. Va.
Dr. E. S. Montgomery	Pittsburgh, Pa.
Dr. J. S. Hull	Hicksville, Ohio.

COMMITTEE ON RESOLUTIONS

Dr. C. W. Pence, Chairman	Philadelphia, Pa.
Dr. W. M. Nihiser	Hagerstown, Md.
Dr. L. M. Allen	Philadelphia, Pa.

COMMITTEE ON TRANSPORTATION

C. E. Johnson, Chairman	Baltimore, Md.
Dr. N. R. Eastman	Mt. Vernon, Ohio.
Dr. D. J. Price	Newark, Ohio.

COMMITTEE ON NECROLOGY

Dr. J. L. Cochran, Chairman	Connellsville, Pa.
Dr. J. M. Spear	Cumberland, Md.
Dr. M. F. Daubenheyer	Butlerville, Ind.

Celebrating the 300th Anniversary of America's Origin

THE year 1920 is doubly significant, historically. It marks the 300th anniversary of two important events which led to the founding of the Republic of the United States of America. One is *the signing of the Mayflower Compact and the landing of the Pilgrims;* and the other is *the meeting of the first American Legislative Assembly.*

On November 11, 1620, in the cabin of the Mayflower, a tiny bark lying off the Massachusetts coast, a little band of liberty-loving men, from "Brittania," entered into what history has styled the Mayflower Compact. This agreement bound the 41 adult males in the ship's company into a civil body politic for the better ordering, preserving, and furthering of their mutual ends. And it provided for such just and equal laws and offices as should be necessary for the general good of the colony.

Ten days later, so records Dr. Charles W. Eliot's inscription on the Pilgrim Memorial Monument at Provincetown, Mass., "the Mayflower, carrying 102 passengers, men, women and children, cast anchor in this harbor 67 days from Plymouth, England.

"This body politic, established and maintained on this bleak and barren edge of a vast wilderness, a state without a king or a noble, a church without a bishop or a priest, a democratic commonwealth, the members of which were straitly tied to all care of each other's good, and of the whole by everyone.

"With long-suffering devotion and sober resolution they illustrated for the first time in history the principles of civil and religious liberty and the practice of a genuine democracy."

Meantime, uninformed of the Pilgrims, fellow-colonists of Captain John Smith had met at "James City" (Jamestown), Virginia, for the first American Legislative Assembly. On July 30, 1619, they had thus broken ground for the foundation of the present democratic form of government in the United States.

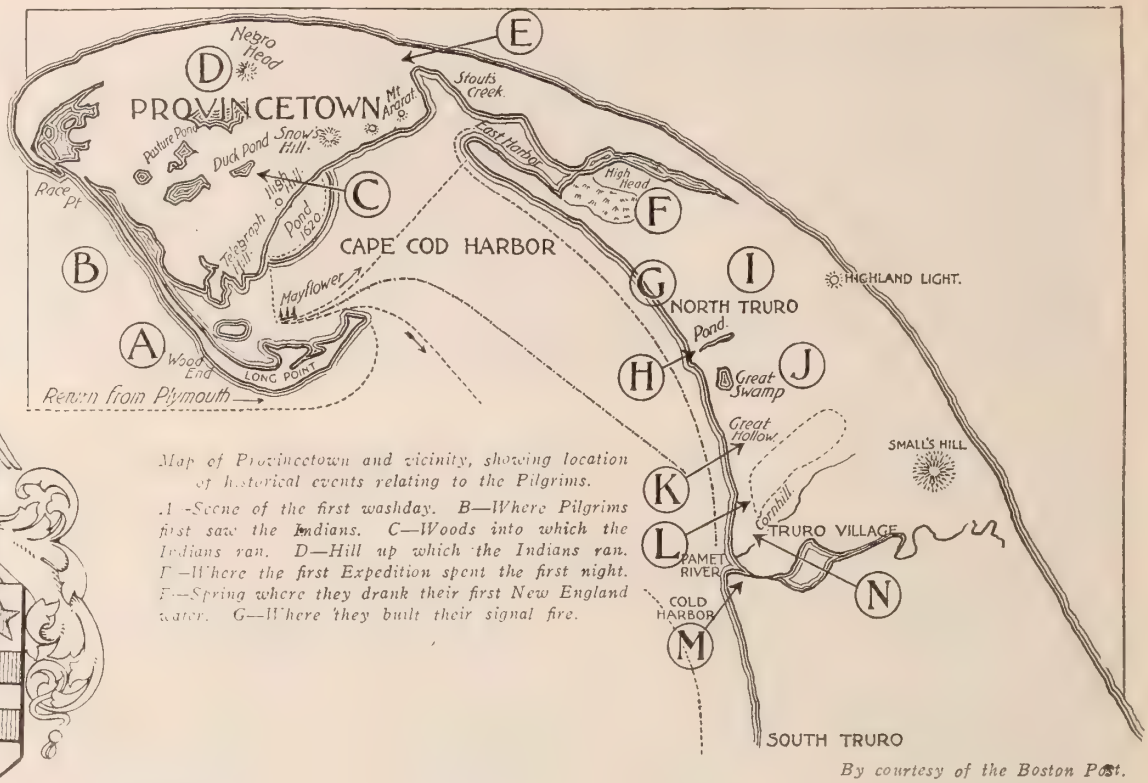
This year (in 1920) these events are being commemorated in the United States, in England and in Holland. In August, the origin of the Pilgrim movement was celebrated in England. And early in September, meetings were held in Holland in memory of the Pilgrims' sojourn in that country.

In September, a "*second Mayflower*" set sail from Southampton, England, to follow to the American shore the path taken by the original Mayflower. (But this second Mayflower is modern, and therefore much more seaworthy than her smaller predecessor.)

This boat, carrying many prominent people of England, Holland and the United States, will anchor in Provincetown Harbor. Its arrival will perhaps mark the crowning dramatic episode of the entire Tercentenary celebration.

These events are not being celebrated in the United States by the citizens of Massachusetts and Virginia alone. Nor solely by the New England and South Atlantic States. Communities throughout America are taking this opportunity to review the "foundation upon which the United States rests,"—and to reemphasize those principles which these ancestors established—and which their sons, their followers, and their followers' sons have handed down to us through our form of representative government.

The pictures on the two following pages will recall some of the more notable circumstances connected with these two historic events. The landing of the Pilgrims on the shores of America was epoch-making in the history of civilization.



Map of Provincetown and vicinity, showing location of historical events relating to the Pilgrims. A—Scene of the first washday. B—Where Pilgrims first saw the Indians. C—Woods into which the Indians ran. D—Hill up which the Indians ran. E—Where the first Expedition spent the first night. F—Spring where they drank their first New England water. G—Where they built their signal fire. H—Where the second night was spent. L—Deer trap in which Bradford was caught. J—Here they found "plaine ground fit for the plow." K—First mound opened, which proved to be a grave. L—Where they dug up corn and found a kettle. M—Where they saw two canoes and where the second Expedition landed. N—Where they found an old palisade.

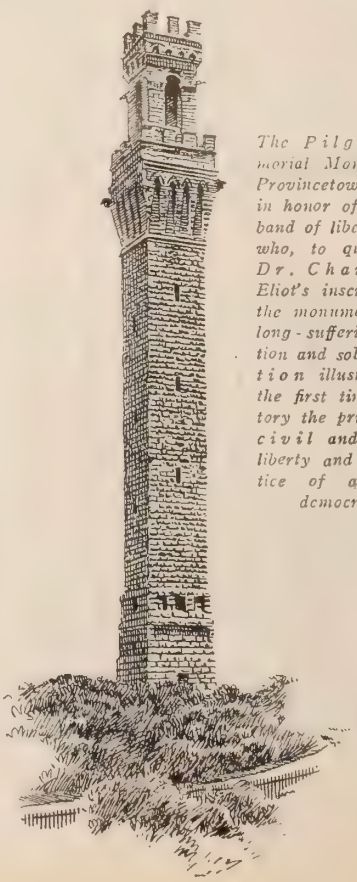
By courtesy of the Boston Post.



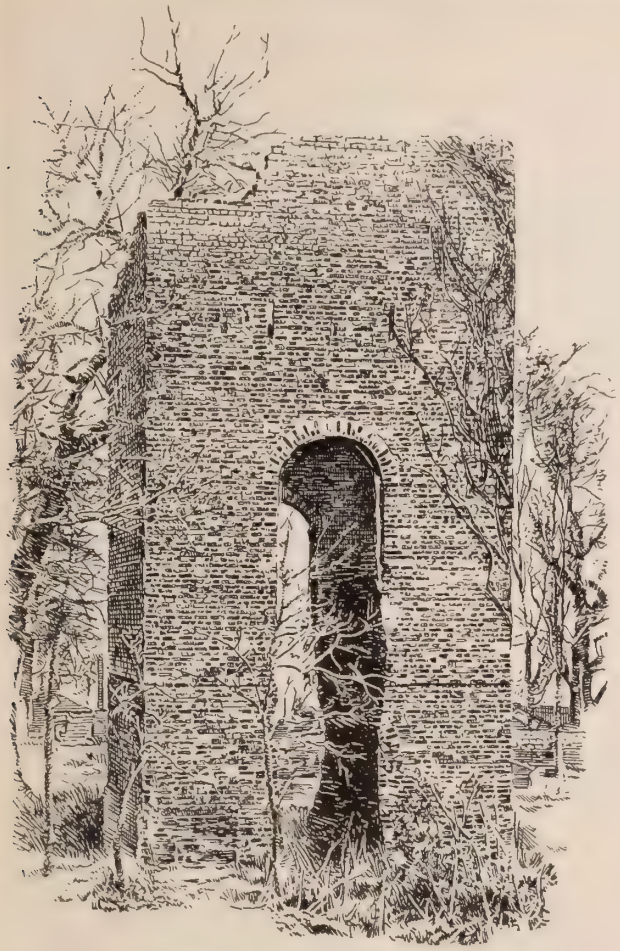
The Washington Arms and Crest from Herald College, London,—reputed to be the original from which the American Flag was patterned.



Two views of the impressive bronze statue of Captain John Smith, which stands on the Jamestown Island shore, overlooking the broad expanse of the James River. The stories of the doughty Captain's adventures and his thrilling rescue from the Indians by the Princess Pocohantas have endeared him to all students of early American history.



The Pilgrim Memorial Monument in Provincetown, erected in honor of the little band of liberty-lovers, who, to quote from Dr. Charles W. Eliot's inscription on the monument, "with long-suffering devotion and sober resolution illustrated for the first time in history the principles of civil and religious liberty and the practice of a genuine democracy."



The picturesque ruins of the old Jamestown Church Tower before the restoration of the body of the church. In restoring the building, the Tower has been left undisturbed and appears just as in the picture.

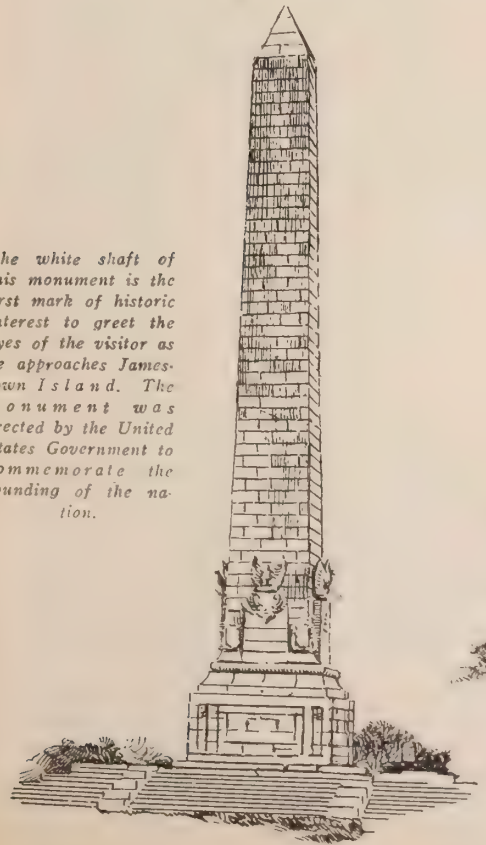


THE MAYFLOWER.

In September a "second Mayflower" set sail from Southampton, Eng., to follow to the American shore the path taken by the original,—but this second Mayflower is more modern and much more seaworthy than its smaller predecessor.



The grave of Myles Standish in Duxbury, Mass.



The white shaft of this monument is the first mark of historic interest to greet the eyes of the visitor as he approaches Jamestown Island. The monument was erected by the United States Government to commemorate the founding of the nation.



One of the landmarks in Kingston, Mass., just out of Plymouth, is the Bradford House, built by the famous Bradford family in 1675.



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HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Bring Your Lunch

Employes of the Railroad working in the general office building in Baltimore are fortunate in getting the quick, cheap, clean, good food and service given in the restaurant maintained by the Company. These employes are, however, but a fraction of the others in cities all over the System who have no such facilities, and have to bring or buy their lunches.

About two months ago the writer found that his lunches were costing him from 75 cents to $1.00 a day—much more than he could afford. So he started to bring his lunch and is now a confirmed carrier of the little brown package from the home to the office each morning.

A quart of milk is left each day by a dairyman. A supply of a half dozen packages of graham or soda crackers is kept on hand, while an occasional glass of jelly, brought from home, provides the sweet required with the noon bite. These things, with a sandwich or two and an occasional bit of fruit, cost not more than 35 or 40 cents per day and are of much better quality than restaurant food at double the price.

The pennies saved each day are going into a Liberty Bond. You can figure what a nice little investment this will mean at the close of the year, not only as to finances, but also as to the condition of the inner man.

In the Women's department of this issue, a comprehensive article on this subject is written. It gives the food values of numerous articles and a sample menu for a period of six days. Read it and join the army of those who are beating the restaurant game and saving money and health.

Get-Together Clubs

A lot of fun is to be had out of get-together clubs, of one sort or another, all over the System. On the Railroad we cannot have a single club for athletic and social purposes, such as an organization whose plant and office are in one locality, can. There the personal contact, the closer supervision, the better opportunity for disseminating information, are possible. With us it is up to individual initiative in the various departments on the divisions all along the 5,100 odd miles of road.

Among the organizations which have meant a good deal of pleasure and profit to their members during the last five years on the Baltimore and Ohio, which the writer recalls, are the following: musical clubs—glee clubs for men's voices, opera and choral clubs for mixed voices, orchestras and bands; inter-departmental societies formed for social purposes only, such as dances, and entertainments largely given by the home talent; athletic associations, whose activities have run all the way from duck pins to football; traffic clubs organized by live wires who felt the desirability of more scientific training in their line and got a number of employes in one department to form a class to take courses in traffic with correspondence schools; public speaking clubs designed to give men and women greater ability to express themselves.

During the existence of such organizations as the above on the System it has undoubtedly often occurred that a person who, in business hours, had gotten the reputation of being a perpetual grouch, has, through social contact, been found to be entirely likeable. Often first impressions are erroneous, and if, by virtue of a closer acquaintance through some social organization, we can straighten out a misinterpretation of the character of some fellow employe, our membership will have been worth while.

Ignorance, it is said, is the basis of misunderstanding, and, *per contra*, knowledge the foundation of progress and amity.

Let's get to know each other better through a larger social contact in such organizations as those we have mentioned. There is a lot of fun and profit in so doing.

Better Letters

From time to time brief articles have appeared in the MAGAZINE on the need of better letter writing on the Railroad. Our stilted phrases and awkward and wordy style are so much a matter of habit that we think they are all right when they are really far from the standard of good, forceful English.

On October 20, in Springfield, Mass., there will convene for a two days' session, the Better Letters Association. The name adequately describes the work of this group, who realize the deficiency of the general run of American business correspondence. Advertising writers, teachers in correspondence and business schools, college professors, publicists and statesmen, among others, will here get together and endeavor to improve our standard of business letters.

Because our letters pass muster with our correspondents, and our superiors apparently find them satisfactory, we proceed in the belief that they are good. Show some of your letters to a trained advertising man, however, or check them up against the model letters given in any of the considerable number of books written on "Better Letters," and you will find that what you thought were pretty good samples of business letters, do not by any means realize their greatest possibilities. It will pay most of us to get hold of a book on this subject and to make an intensive study of this important part of our work.

Everybody, by the way, is invited to this convention of the Better Letter Writers.

Car Mile Rhyme

Peter, Peter, pumpkin eater,
Had a wife but couldn't keep her.
She left and never said "good-bye;"
But Pete was not a man to sigh,
He drowned his troubles on the road,
By giving each car a double load.
In moving cars he won his fame,
And straight back home his wifey came.

Faith

It is night. I am being whirled through space in a parlor car of the Pennsylvania Railroad at something like 50 miles an hour. The car is brilliantly lighted. Outside all is black. I do not know where we are, except

that this train—the Atlantic City Special, bound for the nation's capital—left Wilmington about 20 minutes ago and is somewhere between that place and Baltimore.

Across the aisle a boy of tender years is climbing up on his mother's lap, and the mother, with that light in her eyes which only mother-love can inspire, is patting his curly head. They do not think of danger. Neither do I. We have Faith. We have faith in the engineer. He is a competent man, or he wouldn't be in charge of this train with its several hundred human lives. He knows his engine, knows the roadway, knows all the possible things that could happen and is alert to avoid them. So we, knowing his hand is on the throttle, take it easy and think of things far removed from railway wrecks.

It seems to me that there is a lesson in this for you and for me, for every young man and every young woman in business—the lesson of Faith. It is not given to us to see very far into the future. For my part I do not want to know what is going to happen to me next week or next year. I am satisfied to keep plugging along—doing my little job from day to day as best I can—and trusting my fate to the Great Engineer, whose hand is on the throttle of your life and mine and the lives of countless other thousands.

The business man who has faith is not very likely to go wrong. He is going to conduct his business on a four-square basis; he is going to be upright in his dealings with his fellowmen; he is going to steer his ship of commerce through the troubled waters of misfortune, perhaps even adversity, with a serenity born of the consciousness that nothing can harm him permanently so long as he sees clearly and acts wisely. There will be many hands eager to retard his progress. Slander will raise its nasty head from many little by-ways along his path. Ill health may come; the loss of loved ones; the crippling of his finances; the striking down of his most cherished hopes; and yet—

And yet the man who has Faith—who believes that right is right and will triumph; who sticks to his principles and his ideals though the thunder of misunderstanding crash above him and the lightning of malice blind him now and then—that man will win all that is worth while in life. This I know. I have seen it work out in other lives. It is working out in mine. We who were on that train in the night had faith in the engineer, and we arrived at our destination safely. We who are all travelers on the greater and longer journey toward eternity, must have faith in the Great Engineer. We must know that, if we do our part, we shall arrive at the end of the road with shining eyes and happy hearts.—Jerome P. Fleishman in the Baltimore *Sun*.

When You Buy Your Winter Shoes, Remember This

When you buy your winter shoes, don't pay a fancy price in the belief that the recent increase in railroad rates has made it necessary. If your shoes happen to come from Boston to Baltimore the actual increased cost for the transportation is only a half a cent, with proportionate increases for greater distances. Most shippers were fair enough to support the railroads in their successful effort to have the rates raised and most of them will be fair enough to admit that the increased costs of transportation are so inconsiderable, certainly in so far as the ultimate costs to the consumer are concerned, as to make practically no difference in retail prices on almost all commodities. But this profiteering business seems to be a pretty elusive thing and little progress has been made in apprehending those who are responsible. As railroaders we do not want to have the buck passed to us, for we know that the transportation service that we are supplying is the most inconsiderable element in the ultimate cost of most things that the consumer buys.



How Many Can You Spell Correctly?

Way up in the Adirondack mountains there is a summer colony where, each year, college professors, authors, doctors and others of the genus "high-brow" get together for recreation, study, conference and writing. An officer of the Baltimore and Ohio visited the camp this year and one evening was invited to a gathering at the shack of the professor of history at one of the largest of the eastern universities.

Among the amusements was a spelling test. Each guest was given a sheet of paper and wrote his or her name at the top. The host then called out the words, slowly and distinctly, sufficient time being allowed after each for the contestants to write it out.

This is the best way to conduct the test, allowing about twenty seconds after each word. You can do it at lunch hour in the office, rest room, Y. M. C. A., or wherever you and a few others have a little leisure, or you can do it in your family circle. Or, should it be inconvenient to get a few people together, sit down yourself and write the words out as you think they should be spelled, and then find out from the dictionary how near you are right or how far wrong.

At the test above described no one got every word right. The railroad officer was high man with fourteen right, a professor of history was second with twelve right and the wife of the railroad man was third with ten right. The others got only from five to eight spelled right.

The Magazine force got together on the test one day recently at noon with the following results: associate editor and secretary to the editor, each, eleven right; editor, ten right; chief multigraph operator, seven right; each of the other two multigraph operators, six right. Which proves that you don't have to be a good speller to be an editor.

The words are in more or less common usage, they are not trick words, but you will find mighty few people who can make one hundred per cent. on the test. In this list they have purposely been misspelled. Try your hand at it and then see Mr. Webster:

1. Catterpiler (or catterpilar)
2. Acomodating
3. Rarify
4. Innoculate
5. Parrafin (or without final "e")
6. Paralell
7. Harrased
8. Embbarasment
9. Indeleble
10. Desicate
11. Pavillion
12. Inuendo
13. Gagueing
14. Sacreligious
15. Naptha
16. Plaging
17. Annoint
18. Repellant
19. Picnicing
20. Batallion

Car Mile Rhyme

Pussy cat, pussy cat, where have you been?
"I've been down to Camden and guess what I've seen."
Pussy cat, pussy cat, what saw you there?
"A hundred fine freight cars, all loaded with care."



Baltimore Veterans Dedicate New Chapel for Their Meetings

ON MONDAY night, September 13, the Veterans of the Baltimore Division chapter dedicated their new home in Moose Hall, Baltimore City. This is located in a new building erected by the Loyal Order of Moose in Baltimore, and carries extensive privileges to the Veterans, notably that of using the magnificent assembly hall for their business meetings and also the large and attractive banquet hall upstairs for social gatherings and entertainments. The building is centrally located, the rooms are of large capacity and the Veterans should find this an ideal place for the further progress of their organization.

For the opening night and the dedication the company was unusually large, of course, and every available bit of space in the assembly room was occupied at 8.00 o'clock. From then until Vice-President Galloway arrived shortly afterward, the guests were entertained with selections by the Mount Clare Band.

The members of the Veterans decided to dispense with the regular business procedure and the President of the Chapter, George A. Bowers, opened the program by turning over the meeting to W. W. Wood, chief of welfare, as chairman.

After an appropriate story or two, Mr. Wood said that the whole history of mankind is one of slow and arduous progress. He recalled the great intellectual leaders of the past—Socrates, the greatest philosopher of the Greeks, who was forced by his persecutors to drink poison because of his advanced and at that time revolutionary ideas of man's relation to man; Jesus Christ, the incomparable philosopher, preacher and man, who brought the New Commandment "That Ye Love One Another" into the world and was sent to the cross because he preached it up and down the land. All other of the great intellectual and moral leaders in history, Mr. Wood related, have had to suffer the same discouragements and persecutions, and yet, despite this, progress continues and civilization marches on and upward.

Ignorance, he said, is at the bottom of all the troubles of mankind, and if it were not for ignorance on the part of high and low, rich and poor, there would be a truer spirit of brotherhood and a finer standard of manhood.

He maintained that, after all, there was only one thing worth striving for in life and that the attainment of the finest manhood in every sense of the word. Then, turning to Mr. Galloway, as the speaker of the evening, he referred to the fact that so many of those present knew him intimately and for so long a time that he was sure they would agree with him when he introduced him by saying, "This is a man."

Mr. Galloway spoke in part as follows:

"My friends, it gives me great pleasure to be here and welcome you to your new home. When the Veterans' committee requested the Railroad to arrange it so that they might use this as their meeting place for the coming year, it was a great satisfaction to me to approve the request, so that you might have this spacious, new and attractive meeting place, without cost to your organization, for at least the period of a year.

"The Baltimore and Ohio would like to provide a permanent home not only for this chapter, but also for other chapters on the Railroad. But you all know as well as I do that such an ambitious program is out of the question at this time because of the large expense involved. I want you to feel, however, that we are thinking of this and that it is not beyond the bounds of possibility for the future. It is eminently fitting that the Railroad should think of such a plan for men who have given so much in its service.

"There have been material changes in our status since I last talked to you. The wages of the transportation employes of the country have been increased by six hundred million dollars a year and the railroads have been granted a rate increase to help pay for their increased costs.

"Under the Transportation Act of 1920, which provides an effective and satisfactory way of adjusting the question of wages and working conditions between the railroads and their employes, we should be able to maintain a thoroughly amicable understanding. There is more incentive to real cooperation than ever existed before. Not only cooperation by employes with the Railroad and *vice versa*, but also whole-hearted cooperation in giving the public good service. The public has to pay the railroad bill, and not only because we are employes of the Railroad, but also because we are part of the public, we should endeavor to render the most efficient service possible."

Mr. Galloway then spoke of the campaign for increasing car miles on the Railroad and showed what a large increase in capacity for transportation an average increase of one mile per car per day would provide.

"Is it unreasonable to ask all employes to join in a whole-hearted effort to get this and an even larger increase? I think you will agree with me that it is not, and that each of you will help bring this about by talking to other employes and urging them to help.

"You Veterans have an especially large opportunity along these lines. Your years of service, experience and judgment give weight to your words. All we are asking is a fair day's work for a fair day's pay and you yourselves can decide if we are getting this. Twenty years in one line of work shows that a man must have made good, must have liked his job. I wish that you could instill such ideas and principles as have made it possible for you to become veterans, among the balance of the rank and file, so that we can consolidate our Baltimore and Ohio family and make the Railroad a greater public service organization than it has ever been before.

"I understand that you are now planning the organization of junior chapters of men of five, ten and fifteen years' service. If you do this, it will bring into your membership almost 40 per cent. of all our employes, and I feel that this would be a fine stabilizing influence, making for a clearer and a more satisfactory understanding in our family. A railroad is only as good as the men who make it. But, if we can get all our men to stand back of the principles of fair dealing which you men stand for, we will have no cause for worry about our personnel.

"One other influence counts for much in our lives, that of the home, represented by the ladies here present and those of the other veterans' auxiliaries on the System. I am glad that the women folks are affiliated with you. The Railroad wishes to encourage their work as much as it possibly can.

"I am glad to be here, and to see you in your splendid new quarters. If it will give you as much pleasure to meet here as it did me to approve the plan for your securing this hall, you can look forward to a most enjoyable year."

Mr. Galloway then took his seat amid enthusiastic applause, but was again called on by President Bowers, who reminded him that he was to present the key to the hall to the Veterans' chapter.

Then, with a few additional appropriate remarks, Mr. Galloway presented the key, symbolic of the fraternity and sociability of the veterans' organizations and of the privilege to use their new quarters, to President Bowers. In accepting the key, Mr. Bowers said:

"Mr. Galloway: If you were tonight standing in a valley where the echo would come back to you, carrying with it the good things you have just said, I am sure you would be thrilled with the same inspiration we Veterans have tonight. No voice can do it justice, no pen can describe it, and I find it almost impossible to find words to tell you how happy you have made the Veterans and their wives tonight. Words such as you have spoken come only from the lips of such men as you, men of sterling character and sterling qualifications, and I am sure that tonight we have cemented the ties of friendship and loyalty between our organization and the officials of the Baltimore and Ohio Railroad as never before.

"We are very grateful for the kind consideration shown us and will be ever mindful of our future responsibilities. We want you to know and to understand that the army of well seasoned Veterans is with you, heart, soul and body, and that under the leadership of such men as we have today, we stand ready as we have always stood to give all that is in us, and will continue to obey the order to march forward for the welfare and progress of the good old Baltimore and Ohio.

"You have presented to me this beautiful key to our future home, which I gladly accept, and I believe if you should play a searchlight upon the hearts of these Veterans and their wives, you would see every heart beating with joy.

"I turn this key over to this organization. God forbid the time that it should ever be tainted with dishonor or covered with deceit.

"Your home and my home, the home where we all can go,
My home and your home, the gift of the good old B. & O."

Mr. Wood here read a letter from Senior Vice-President Shriver, expressing his regret at not being able to be present.

The addresses being over, the Veterans and their friends journeyed to the banquet hall on the second floor of the building to enjoy the entertainment and refreshments. The Baltimore and Ohio Band and the Baltimore City Quartet favored with selections; soprano solos by Mrs. W. L. Lynn were greatly enjoyed, as was the humorous recital by Mrs. G. A. Bowers, wife of the president of the chapter, entitled, "The Frenchman's Wild Ride on a Piano."

Ex-Senator D. E. Dick, fuel inspector on the Western District of the Railroad, also favored with recitations.

—

Jennie Smith Writes New Book

MISS JENNIE SMITH, the Railroad Evangelist, is well known to hundreds of Baltimore and Ohio men. She is still active in her evangelistic work and is having marked succcess not only among railroad employes but among others.

Her friends on the Railroad will remember that a number of years ago an effort was made through our MAGAZINE and through a number of other agencies to pay off the mortgage on her home. Unfortunately the attempt was not wholly successful and Miss Jennie is endeavoring to complete the mortgage payment by sale of her books, this being one of her few sources of income, her religious work being done largely without remuneration.

The last book which she has written, "My Railroad Experience," is now ready for delivery and may be had by writing her at 319 E Street, N. E., Washington, D. C., and enclosing $1.00. The book is well worth this small amount, especially to those who are familiar with the interesting and helpful work which Miss Jennie has done on the Railroad.

We are running this notice in the Veterans' Department in the belief that a good many Veterans will respond to this appeal, learn from the book of some of the recent work of Miss Jennie and, incidentally, help relieve the anxiety now attendant on her declining years.

—

"Uncle Dal" and "Uncle Joe"

D. CONNERS, pensioned trackman, age 70 years, often called "Uncle Dal," was one of the good and faithful trackmen of the old kind. He was always there with the goods. He has a good memory and it is interesting to hear him tell of the old times in and around Martinsburg Yard, about the track and the good old Irish that used to work with him in the days gone by. One of his buddies among those who collect at Joseph Pfarr's shoemaker shop is Joseph Pfarr, himself. "Uncle Joe" is a veteran car inspector, age 70 years. He never thinks of his age, but classes himself with the younger generation. He is now working at his trade, shoemaking, which he learned when a boy. It is in his shop on North Queen Street that you can find a bunch of old railroad veterans sitting around, swapping yarns, and at any time that anybody wishes to start an argument on railroading, just let him drop into Uncle "Joe's" shop and find this bunch.



The Baltimore Veterans in the banquet-room of Moose Hall, on September 13



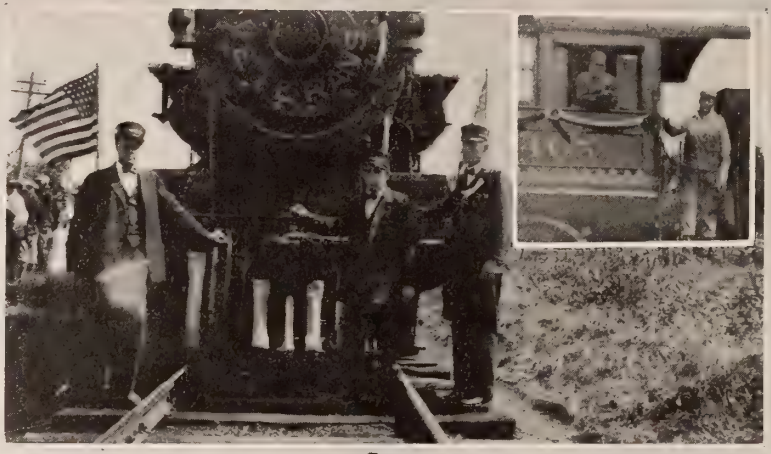
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Here they are—some of the 95 per cent. strong brand

Ninety-five Per Cent. of Ohio River Division Veterans Attend Their Annual Outing

AT SIX o'clock on the morning of September 12, the citizens of Parkersburg were aroused from their beds by the strains of music that floated upward from the street below. It was the Parkersburg Band on its way to the station to take the train to Huntington. Half an hour later found about 900 persons—veterans and their families—ready to take the same train.

"Here they come! Here they come!" shouted the little ones as two big engines, decorated to the queen's taste, and pulling a train of 15 coaches, came snorting along the platform of the station, then stood as patiently as a pair of old roans while everybody climbed aboard. Trainmen were all on the job, helping folks to get aboard, picking up the children, and arranging the lunch baskets, for this was a gala day—the day for the annual picnic of the Ohio River Division Veterans.

Through the mountainous country along the Ohio River, where they tell us the old story about the cows having short legs on one side in order to graze on the steep hillsides, ran the Veterans' train. And everybody knew it was the Veterans' train, for wasn't there a big sign on the side of each coach that read, "BALTIMORE AND OHIO VETERANS"? On the right flowed the muddy Ohio; muddy because of a heavy storm on the night before that had threatened to damage many of the beautiful fields of corn along its banks. Nowhere in the East does the corn attain as great a height nor tobacco grow more luxuriantly than in this valley. On the left rose the tall mountains, like giants in robes of green, with dark pockets in which to hide the naughty children.

Everywhere the train was hailed with cheers. Children and grown folks alike came out to see the gaily bedecked coaches and to hear the music with which the band saluted each village and almost every house. Children from cozy little cottages, children from mansions on the very tops of the hills, came out to wave their little hands; children, with ruddy cheeks and bare legs, from the cabins of their fathers, the typical mountaineers, stood at the doors and windows or along the roadsides to gaze at the spectacle in the silence characteristic of their kind.

On arriving at Camden Park, Huntington, the unloading began; in two minutes more, the coaches were as empty as last year's birds' nests. The photographer was ready and everybody smiled his or her prettiest smile and the big picture "was took." Then came the scrambling through the turnstile, where each one paid a penny admission. Then the lunch tables were arranged under the shady trees. No sooner were the boxes and baskets deposited upon them than the younger generations began to clamor for dinner. Who wouldn't, after having eaten breakfast at 5.00 a. m.? Of course, the older folks were not at all hungry, but they supposed that they would be able to *manage* to get away with a sandwich or two, since the *children* wanted to eat. (Ahem! We know all about it.) Everything eatable that you could imagine was spread out on those tables; there were so many good things that there was hardly room for the plates. And how they did eat! The real question was, who ate the most—the Veterans, their children, or their grandchildren.

There are 254 members of the Ohio River Veterans' Association, and 242 of these were present at the picnic. Had you seen them riding on the hula zula and chuting the chutes, you never would have guessed that any one of them had spent more than ten years in the service. "How do you Veterans keep so young?" we asked. "It's not work that kills a fellow," answered one, "it's either worry or sporting, and we don't have time to indulge in either." This seemed to be the prevailing spirit throughout the ranks of these men. Everybody seemed interested in his work. A group of men were standing around the drinking fountain, earnestly discussing some apparently vital topic—the presidential election, I thought, or possibly suggestions for next year's picnic; but—and I crave their pardons for eaves-dropping as I put my drinking cup under the spout—what do you suppose it was? CAR MILES! Think of it! When men can talk about Car Miles at a picnic, you may be sure that they are interested in the standing of their division.

As soon as dinner was over, a selection by the band called the people to assemble before the large platform, where the speaking was to take place. Here J. W. Root, superintendent of the Ohio River Division, was chosen to be the master of ceremonies.

"Fellow employes, ladies, and children," said Mr. Root, "the duty has been delegated to me to read a letter to you." He then read a letter from our vice-president of Maintenance and Operation, Mr. Galloway, who expressed his sincere regrets at not being able to be present at the picnic.

"I want to congratulate the Ohio River Veterans," went on Mr. Root, "on the selection of a committee who were able to put over the excursion as they did. Knowing the conditions, I didn't think that they could get the train to handle the people at Parkersburg as they did—but they did it. They have handled the situation well.

"It is a great pleasure to me to join in this celebration, or picnic—" (here a long train of Chesapeake and Ohio cars went rumbling by).

"The C. & O. is trying to drown us out," shouted Mr. Root, "but they can't do it!" (Applause.) "However, the C. & O. must have heard our racket, for they have loaned us one of their men for the occasion. I take great pleasure in introducing Mr. J. L. Conner, of the Chesapeake and Ohio, and one of the political aspirants of this section. Mr. Conner."

Said Mr. Conner: "There ought to be, and there is, a good deal of friendship between the Baltimore and Ohio and the Chesapeake and Ohio; these roads are closely related. Had I known that the C. & O. would make such a racket, I would have had them stop it."

"There is nothing more important than associations to put over campaigns, and I am sure that the Veterans' Association is a big benefit to the Railroad. I am grateful for being asked to talk to honest and intelligent persons like you. It is my occupation to do nothing else but ride on a freight train, and occasionally on a pass, and I am glad to meet you." (Mr. Conner is a conductor of 16 years' service, and is Democratic candidate for Congress, Fourth West Virginia District.)

"We Huntington people hope that some day ours will be the greatest city in the greatest state, in the greatest country in the world. We have in Huntington a Chamber of Commerce, and everybody in Huntington is considered a booster. We hope to become better acquainted with the Baltimore and Ohio. Our two railroads need to work together. It takes railroad employes to make the right kind of a drive.

The Folks on the Opposite Page

1—A pair of Parkersburg peaches: Virginia, daughter of Engineer E. A. Augustine, and Evah, daughter of Arthur Sayre, bridge and building foreman. 2—A bouquet of Ohio River roses: Eleanor, Virginia and Catherine, daughters of Engineer O'Connor; Josephine and Eleanor, daughters of Engineer J. F. Taylor; Eleanor Roush, daughter of Car Repairer H. L. Roush. 3—Another posy from West Virginia: Ardiz, daughter of Engineer R. A. Wyatt, and Ruby Smith, his niece; Sarah Penn, daughter of Machinist W. C. Penn. 4—The biggest man at the picnic: John Landers, track supervisor. 5—A crew to be proud of: N. H. Bennett, conductor; G. B. Chambers, brakeman; H. H. Garrett, brakeman; J. F. Taylor, engineer; G. Free, fireman. 6—A young master mechanic, J. J. Hurlihy. 7—Two men who do their part in keeping the cars moving on the Ohio River Division: R. E. Barnhart, district freight agent, and Superintendent J. W. Root. 8—Some of those who furnished some of the good things to eat, left to right: (standing) Mrs. Arthur Sayre, wife of bridge and building foreman, and Mrs. J. F. Taylor, wife of engineer; (sitting) Mrs. E. A. Augustine, wife of passenger engineer; Mrs. H. L. Roush, wife of car repairer; Mrs. B. O'Connor, wife of engineer. 9—A railroad baby: Betty Anne Boyles, daughter of Engineer J. R. Boyles.

If you would succeed, get it into your head that some day you are going to be boss; tell your boss now that you are going to give him an honest day's work for an honest day's pay."

Mr. Conner concluded his address by reading the following:

The Man Who Wins

"The man who wins is the average man,
Not built on any particular plan;
Not blessed with any particular luck—
Just steady, and earnest, and full of pluck.

"When asked a question, he does not guess,
He knows the answer—no, or yes;
When set a task that the rest can't do,
He buckles down 'till he puts it through.

"So, he works and waits, 'till one fine day
There's a bigger job—with bigger pay,
While the men who shirked wheree'er they could
Are bossed by the man whose work made good.

"For the man who wins is the man who works,
Who neither labor nor trouble shirks,
Who uses his hands, his head, his eyes—
The man who wins is the man who tries!"

Mr. Root then introduced G. W. Sturmer, grand president of the Veterans, who said, in part:

"To relieve man's mind he ofttimes seeks retirement in order to forget his trials. This is one of these days. We are here today as one family. We have come here to enjoy ourselves, to become better acquainted and to look into the future—and let me say that many of you *are* looking into the future—wondering how you are going to get benefits that will make your lives comfortable.

"Forty-three years ago I entered the Baltimore and Ohio, and I feel fully repaid because I have always been treated squarely. I look into your faces today, you Veterans, and I am proud of you, you who have made ours one of the greatest trunk lines, second to none in the United States.

"Most of you have heard of the first railroad in the United States—the horse car road from Baltimore to Ellicott City. When West Virginia celebrated its fiftieth anniversary we had the first horse car, the first engine and the latest type of Mallet. West Virginia is covered with iron and coal; West Virginia is producing more raw material than any other State in the Union. Who did it? You men, always ready to turn in and do your duty.

"What has the Baltimore and Ohio done to help its employes?

"First.—It has instituted a savings system whereby Baltimore and Ohio men can deposit their earnings and hold them for the future, or use them in building their own homes. We have over 70,000 employes, and many thousands of these own their own homes.

"Second.—The Baltimore and Ohio put the first Safety First movement into practical use.

"Third.—It has established the Welfare Department, which is going to look into the educational facilities for your children. It is President Willard's desire that we look out for the aged. Our officers are all interested in this. The pension feature enables many to enjoy themselves now—and they have earned this enjoyment.

"Let us pull together and show results. When we clasp hands, let it be because we pull together, live together, and love together."

"Let's all stand while the band plays 'America,'" said Mr. Root, "after which we shall proceed to the baseball field."

The baseball game bade fair to be a thrilling victory for Parkersburg, for after five innings the score stood 8 for these boys and 2 for their opponents, the team from Apple Grove. However, it seemed as though the weather man must have been a rooter for Apple Groye, for at this juncture there came a sweeping shower that sent everybody to seek shelter—the players included—and the game was over. Again the sun came out, but it was nearly time to go home. The crews donned their working clothes, the gaily decorated engines and train were brought up, and the Veterans and their families were on their way back to Parkersburg. But—strange to say—while we brought back those whom we took down, we left as many there at Huntington. You see, Huntington claims some of our Veterans, too!

NOTE—The accident which occurred as an unfortunate ending of such a happy day sent an undercurrent of sadness through the hearts of all who attended the picnic. The sympathy of all of the Veterans is extended to Brakeman L. N. Lang and his family.

Glancy's Smile Missed on the Toledo Division

By Charles Scott

Baggagemaster, Toledo, Ohio

JOHN GLANCY was born in Licking County, near Newark, Ohio. At the age of eight he was left an orphan and came to live with a half brother at Columbus Grove, Ohio, in order that he might go to school. At this age, he was like all the rest of the young fellows—he loved to be around trains and cars. At every opportunity he would ride local freights, and it was not long before he was known by all of the train crews passing through Columbus Grove. They were glad to have him ride with them back and forth on the railroad, for they were using him to good advantage in handling freight and switching cars. He was too young to enter the train service at this time, but he was performing the same duties as the ordinary trainman.

One day while Glancy was riding on a local, a trainman named Hill was hurt at Ottawa, and the youngster was given an opportunity to fill the vacancy. He worked hard and his worth was recognized by conductor Marion on the opposite run, who promptly made an opening for him.

During those days of hand-brakes, pin and link couplers, frequent accidents opened up the way for quick advancement and thus afforded Glancy an opportunity to move along rapidly. Entering the service as brakeman for the C. H. & D. in 1869, he was soon a conductor, running the local between Lima and Toledo until he was promoted to passenger service February 12, 1877. Here he has been giving good service ever since, until now, when he has stepped aside from the busy whirl of the railroad game, and is located at Alhambra, Cal., where he has a cottage. The accompanying picture shows him at this home.

On May 17 last Mr. Glancy wrote the following letter to Trainmaster Havens:

ALHAMBRA, CAL.

C. W. HAVENS, Trainmaster,
Lima, Ohio.

Your letter of May 12 received today; I was much pleased to hear from you. I am answering you right away so that you can go ahead and make your changes in men and set them all at rest as to what I am going to do. I am not coming back, for I have lost that confidence in myself to take the proper care of a train. Then, again, my health is poor and perhaps I would be off my train half the time, so what is the use?

But to step down and out just fills me up to overflowing; yet that time comes to all. I loved my work and from a little boy up to the time I got to be a brakeman it was my ambition to railroad. In my time on the old Dayton & Michigan Railroad I saw many changes in officials, but I got along nicely with all of them and have



Conductor John G. Glancy

always been treated nicely by them. I do not think I ever asked for anything but that I got it, for when a new official came, I always studied to please him and conform to his ideas, especially those with whom we came in contact every day, such as trainmasters and superintendents. The present official family is no exception, and right here, through you, I want to thank you and all others who have many times shown me courtesies. They will always make me feel that I am still one of you.

With best wishes for your success and happiness, I am

Yours truly,
(Signed) JOHN GLANCY,
Ex-Conductor.

Every employe who reads Mr. Glancy's letter will agree that it is a splendid proof of the ideal relation which can exist between the Baltimore and Ohio and its employes. It is clear that it is with great difficulty and regret that he is forced to retire from railroad work.

Mr. Glancy has the highest regard of every man on the Toledo Division. He possesses one of the greatest gifts that a man could possess—that of being able to greet each man, woman and child with a pleasant smile at all times. At no time did any one notice Mr. Glancy out of humor while on or off duty, and every one of his fellow-workmen and officials extend to him, through our MAGAZINE, the hand of friendship, hoping that he will be permitted to live many, many more useful and happy years.

Are You a Member of the "Co-Op"?

C. O. Operation tells some of his personal experiences in reducing the cost of living by the methods he urges you to endorse by joining the Cooperative Store plan being organized by employes in Baltimore

WEBSTER says: "*Cooperative* means operating jointly to the same end." This, in the case of the organization of our Cooperative Stores, means the reduction of H. C. L. You ask, "Can this be done?" I answer, "It can. I have proved it by personal experience."

Some years ago I lived in a section of Maryland where it was impossible to purchase a ton of coal; we lived far away from any city where a coal dealer was in existence. Some of us got busy to find a way to get it. In due time we secured subscribers for enough coal to fill a small sailing vessel, which would deliver the coal to the river wharf within hauling distance. We got our winter's supply of coal in this manner for each year thereafter, and when I last heard from that neighborhood, they were still getting it. Of course, at the time mentioned, the price of coal was reasonable, even for those days.

I kept a great deal of live stock on my place and I needed corn; I did not, however, care to pay the prices charged by the local dealers. Again the neighbors worked together until they effected a means to have the corn delivered by the carload at our station at a price which was 25 per cent. less than the local prices, and corn at least 25 per cent. better in quality.

When I heard about this Cooperative Stores idea, I was enthusiastically in favor of it. Though I am only a stockholder in it today, I am more enthusiastic about it than ever. If I can buy my household necessities at a fair price and of a known standard quality, I want to make use of this opportunity.

"It takes money to buy land," says the old proverb, and today it certainly takes money to buy groceries and dry goods for cash. There is no other way to obtain good goods at reasonable prices; therefore, before the store is opened, the cash must be on hand to stock its shelves.

How is the Cooperative Stores Association to get its capital? By our hearty cooperation; by each of us adding his little mite to the whole until we go over the top to the extent of $15,000 or $18,000, the amount required.

What are the inducements? These should be of interest to every employe, whether he wishes to buy from the Cooperative Stores or not.

1.—The Cooperative Stores Association guarantees interest of six per cent. annually on the amount invested, which must be between the mimimum of $30 and the maximum of $500.

2.—The Cooperative Stores will offer only standard goods of known quality and no "bargains." The directors believe that cheapness in price and cheapness in quality go hand in hand; that the operating force will be so fully employed in handling good goods over the counters that they will have no time to bother with "come-backs" and exchanges. They want to perform their duties with the least expenditure of time and energy.

The location of the stores will be a matter of general agreement when the capital is at hand for stocking them. To those who, like myself, have paid in their contributions, I would earnestly ask for patience and boosting for more members. Let us awake!

Go back a couple of years and think of the great Liberty Loan drives and the vast amounts subscribed for by the Baltimore and Ohio workers right here in Baltimore; then think about this little infant of $15,000 or $18,000, crying for more nourishment (cash) in order that it may get on its feet and walk.

We have not yet as many as 300 paid-up members, although, I am informed, there are over 600 workers who have pledged themselves to take stock in the Association. If we have 600 members at $30 each, we should have the necessary funds to open the stores. Six hundred, think of it! and we have, I suppose, within reach of Baltimore, more than 10,000 employes. With one member out of every six employes, we would have a thousand. Fellow workers, do not let this good work die, but come in and help the good cause along by soliciting members.

—

The Last One of John Brown's Prisoners

By Charles W. Hamilton
Wilmington MAGAZINE Correspondent

THOMAS ASTAULT, Halltown, W. Va., is the last surviving prisoner of John Brown's historical raid at Harper's Ferry. The writer had the pleasure of a visit from Mr. Astault recently, and was much interested in the stirring recital of the memorable incident told by this veteran of almost 80 years.

John Brown and his followers swooped down upon the home of Mr. Astault when he was a youth of seventeen. They had come from the hills in the direction of Charles-Town, halted in front of the home and demanded the instant surrender of the family, who had barricaded the door. Meeting with no response from within, John Brown and his men seized a number of logs which were lying nearby, smashed in the door, captured young Astault and his father, added them to a band of their neighbors already captured, and proceeded at a gallop over the road to Harper's Ferry, where the prisoners were confined in the historic old "Fire House."

Those who have seen the building recall that the doors through which the fire engine passes are built of heavy iron. John Brown's first attempt to batter down these doors was by means of sledges, which, however, failed to make any impression. A heavy ladder was found; the attacking forces lined themselves, one or two at each rung of the ladder, and, swaying back and forth with a mighty rhythm, forced open the iron doors.

Mr. Astault has seen his fellow prisoners of the raid pass to their final reward, taking with them the memory of the incident, but his mind is yet keenly alive to the national progress of the day as well as to the recollections of the past.

—

Twelve Things to Remember

By Marshall Field

The Value of Time.
The Success of Perseverance.
The Pleasure of Working.
The Dignity of Simplicity.
The Worth of Character.
The Power of Kindness.
The Influence of Example.
The Obligation of Duty.
The Wisdom of Economy.
The Virtue of Patience.
The Improvement of Talent.
The Joy of Originating.

Women's Department

Edited by MARGARET TALBOTT STEVENS

October

I have a little playmate, gay; her name you do not know,
She tells me tales of fairyland, where all the flowers grow.
She meets me in the Autumn-time and sings me songs of love,
And tells me how the brown nuts fall from branches high above.

She knows where all the chipmunks live and how the cattails grow,
Why the purple aster blooms and where the shadows go;
Where Jack Frost buys his magic paint and where the spider dwells,
How fairies play their woodland games and weave their mystic spells.

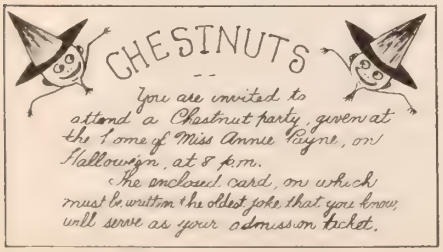
She calls the woodchuck and the hare, the dry leaves know her tread,
She laughs when e'er the raindrops warm come pattering on her head.
She flings her laughter in the air, the wood resounds in glee—
For 'tis my gay October who has come to play with me.

A Chestnut Party for Hallowe'en

WHAT is Hallowe'en without a party? And here is a new one that you will enjoy. Perhaps you can get Grandpa to tell you how to play some of the old games that they used to play at the corn huskin' and the quiltin' parties. He will tell you, too, that the best place to hold a Hallowe'en party is in the kitchen.

The invitations and place cards are easily made. If you would like to copy those given on this page, get a sheet of thin, white cardboard, a sheet of carbon paper and a hard pencil. Trace these as you would an embroidery pattern. Remove the carbon and go over the designs in India ink or in water colors. If you haven't the time to copy them, you will find in the department stores assorted packages of little "stickers." Procure plain, white cards of the proper size, and with the stickers make your place cards. A row of tiny black cats across the top of the card, a moon on the left of another card, two witches glaring at each other, a girl and a candlestick, a jack-o'-lantern—any of these may be used to make attractive cards, and even decorations for the envelopes.

The invitation for the chestnut party requests that each person bring a card, which is enclosed with the invitation, on which must be written the oldest "chestnut" that you can remember. This is to be used as an admission ticket. At the door these are





collected by a witch, who tears each ticket in half, giving one half to each person, being careful to give halves of the same ticket to a girl and boy, respectively. This, of course, will require only half the number of tickets; the other half to be laid aside to be used later.

The decorations may be very simple; if the hostess lives in the country, so much the better. On the porch or at the entrance, a large corn-shock with several pumpkins lying around its base, with one large jack-o'-lantern fixed in its center. Strings of apples, real or paper, suspended from the chandelier and fastened with green or yellow crepe paper streamers at the corners of the room; several grinning jack-o'-lanterns peeping out from unexpected places—and you are ready. If you have a fire-place with a gas log, this adds to the effect.

Have the guests find their partners by matching the halves of the cards. Then, arrange the chairs in twos around the room. Provide each guest with ten chestnuts. Let each couple occupy a pair of chairs, then announce that they will play the game of "Old Gray Horse." This game must be nearly a thousand years old. It is played as follows:

One person of each couple puts his hands behind him, takes in his right hand a number of chestnuts, holds it out, fist closed, before his partner and says,

"Old gray horse."

"I'll ride him," says his partner.

"How many miles?"

"Three" (or any number she may guess).

He opens his hand. If there are three, she gets them and it is her turn; if there are five, she must give him three, if there is only one, she must give him two to make three and he has another turn.

At the end of five minutes the boy, if the has any chestnuts left, proceeds to the next girl and the game is continued until the boy comes back to where he started. As soon as a person has lost his chestnuts, he must take his chair and move to the center of the room where he will soon be joined by others. This group in the center may "borrow" five or ten chestnuts from the hostess and continue the game among themselves. At the end of a time set by the hostess, a whistle is blown and the chestnuts are counted. The two persons having the largest number are presented with prizes, while the two of the group in the center of the room who have borrowed the heaviest and are the deepest in debt are given booby prizes. An appropriate booby prize is a baby doll, whose body is an ear of popcorn and whose head is a lemon; this is dressed in a gingham dress and bonnet.

The next on the program is to match up the rest of the "admission" cards. Any two alike must be cast aside. Judges are chosen from among those whose cards have been cast out to decide upon the best jokes that are left. The writers of these are also given prizes, while the writer of the stalest joke is given a booby prize.

By this time the guests will be ready for refreshments. The dining room may be decorated in keeping with the other rooms, but the greatest attraction will be the table. In the center is Cinderella, a doll about 12 or 14 inches high, dressed like a bride and sitting in her coach, which is made of a large pumpkin, hollowed out and shaped like an old English carriage. Before her sits a coachman, a small doll dressed in a black suit, who drives six mice. These mice are nothing more than thin sweet potatoes, about three or four inches long, with cloves for eyes, mounted on toothpick legs and harnessed to the coach with baby ribbons. The reins are also of ribbons. From the coach there is a ribbon that extends to the plate of each guest. At the end of each string within the coach is a doll, whose head is a chestnut and whose body is a small bag of chestnuts. These dolls are dressed in overalls and aprons of colored ginghams.

Refreshments consist of pumpkin pie and cider, chestnut salad, roasted and boiled





chestnuts, sandwiches, fruit, nuts and ginger cookies. The ginger cookies are cut in the shape of a chestnut, the white part at the top of the chestnut being represented by a bit of white frosting.

The Business Girl's Lunch

HOW many of you girls have ever stopped to figure out the differences in the prices and quality of the lunches that you bring from home and of those that you buy at the nearest restaurant?

You have all heard the story about the human body being like a steam engine; coal provides the means of running a locomotive, and in the same manner, food provides the working material for the human organism. But, as all engines do not require the same amount of coal, but must be regulated according to their class and the work that they are supposed to do, so each individual requires a certain amount of a certain quality of food material according to his age and occupation.

For years, food experts have been measuring the amount of food necessary to an individual by a term known as "calories." All foods, if they are really *foods*, contain a certain number of calories, which show the amount of tissue-building material that they contain.

The clerk who sits at a desk all day requires a smaller number of food calories than does the farmer or the street laborer. Then, too, brain workers require different food from that of the muscle worker. Those who work in the open air require a little more food (measured in calories) than do those who are housed all day; those in the open air can digest the food more freely; the same amount would possibly cause the indoor worker to grow fat.

When we begin to discuss lunches, we must start with the breakfast. We have often seen the business girl rush into the office at the last minute and remark to her companion, "I haven't had a bite of breakfast yet; didn't have time to eat any!" If this girl would only realize the harm she is doing both to her body and brain by failing to eat breakfast, she would certainly make an effort to arise a little earlier in order to fit her stomach that it may act properly and thus keep the rest of her body in good condition.

Nine times out of ten, about the middle of the forenoon you will hear this same girl say, "Oh, I have such a miserable headache. I get them so often and I really don't know why!" Then she doesn't know why she begins to make mistakes in her typewriting or in her figuring or in her copying.

Her chief knows, but he wisely shakes his head. "Can't do anything with them," he will tell you; "might as well leave them alone as try to argue with them."

The day of the pale, languid girl is past and gone. What we want now is the girl who can eat three good, square meals a day. I do not mean by this to say that she needs to eat a heavy breakfast; a heavy breakfast does not fit a girl, or anyone else, for work; yet she must eat enough to create an available amount of nervous energy. How much is that? Let us see.

Authorities have it that the clerk at the

Dear Women Readers:

Here beginneth the story of a pie.

One day in September as I was riding toward Cumberland on our train No. 15, I decided to try one of those special lunches that I have heard Mr. Haulenbeek and other folks rave about. And when I saw what was set before me, I knew why they raved; I've been raving ever since. It was certainly a fine lunch; when I had finished I had the feeling of satisfaction that a small boy has after a Sunday dinner. As I sat there I noticed several things, but the most important of all was the manner in which Steward Boylan treated his patrons. Nobody escaped his attention, and he saw to it that everybody was waited on as soon as possible.

"Did you enjoy your lunch?" he would say as each person left the table, and the smiles that were bestowed on him showed that the customer was satisfied. But, I started out to tell a pie story.

I had finished my lunch and was waiting for my bill, when the steward came forward.

"Wouldn't you enjoy a slice of peach pie?" he asked.

"I don't believe I have room for another mouthful," I answered, "but—oh, well, if it's peach pie—"

It was peach pie, and the finest peach pie that I ever tasted; and the crust—oh, my! And while I ate I wished that everybody could have a taste of it; I wished that I might manage in some way to sneak a whole pie out of the pantry and bring it home in my handbag; I wished, how I wished, and thought about every possible scheme—until, the thought suddenly came to me to ask for the recipe.

"Sure!" responded Mr. Boylan heartily. Just stop at the kitchen as you go by and ask the chef. He'll be glad to give it to you."

I stopped.

"I've certainly enjoyed your peach pie," I told the chef, "and I'd surely appreciate it if you'd let me have the recipe for the Woman's Department of our MAGAZINE."

"Why sure, lady," he said, as I got out my pencil, "but I can write it down better than I can tell it to you. Tell you what; you go ahead and I'll write it down and bring it in to you after awhile."

I thanked him and started out. At the kitchen door I met Joseph Reiser, inspector of dining cars. I told him my errand.

"Yes," he said, "everybody seems to like that pie. It all began this way. President Willard, Mr. Fries, and some others of our officers took a trip into the Potomac District and came across some fine peaches. They decided that these peaches would taste even better in pies, and, in order to give everybody a chance to try them, requested the Dining Car Department to purchase a big lot of them, make them into pies, and serve them on our dining cars. The result is, our chefs are now making a specialty of this peach pie."

He then showed me the instructions which ordered that "patrons receive generous slices."

Half an hour later, Steward Boylan came down the aisle and handed me the recipe for "Potomac Peach Pie." You will find this in the recipe column. Try it, and if you don't like it, you'll have to have an argument with me.

They told me that the next "very special" will be an apple pie, which they promise will run as a close second to, or even threaten to win out, over the peach pie. If this be true, then the very best wish that I have in my wishing box for you is that you're served with a generous helping of it.

Yours sincerely,

Margaret Talbott Stevens

Associate Editor.

desk requires between 2250 and 2800 calories per day. As an average, let us take about 2600. This will allow for 700 to 800 for breakfast, 800 to 900 for lunch, and 900 to 1100 for dinner, which is usually the heartiest meal of the business girl. Now for the lunch.

Can you forget that there is such a thing in the world as indigestion? If you can, you are a happy person. Can you during the lunch period forget the work and worries of the day? Then you need give little consideration to indigestion, for good humor is one of the greatest necessities to good digestion.

Let a number of healthy girls get together in a circle or around a table to eat lunch, and you may count on 99 per cent. to 100 per cent. good digestion, provided, of course, that they have only good, nourishing food. Highly seasoned foods and rich pastries should not be included in the lunch. Good home-made bread is far superior to baker's bread; moreover, by using home-made bread, enough money can be saved on the diet to pay for a sandwich filling; the amount of home-made bread will be less than the amount of the other for the reason that it contains the greater number of food calories per slice. A thermos bottle is a valuable addition to the lunch kit; you may have hot tea, hot soup, or cold milk. Salads can be carried very conveniently in the small jars in which salad dressings are sold, or in jelly glasses that have close-fitting tops.

Girls who live at home have a much better chance of getting nourishing food at reasonable cost than do those who board; then, too, many boarding houses do not furnish lunches. In this case, let the girls get together and decide on what each can bring. This will not only save the trouble of having to put up the lunch at home, but will insure a fresher lunch.

A loaf of bread, purchased at a nearby bakery in the morning and kept well wrapped, will make fresher and more palatable sandwiches at noon-time than if it had been cut in the morning, even though the sandwiches have been wrapped in waxed paper. Then, too, the filling will not have had the chance to soak into the bread; this is one of the objections to bringing sandwiches from home.

Let us take the menu as given below. Suppose there are five girls who wish to eat together. Let them decide on each day the menu for the next, or let each girl take her turn in working out a menu that will give the proper food values. Suppose two of the girls board and three of them live at home. Try this for lunch one day.

	Calories
1 slice bread, spread with prune jelly	422
1 slice bread, with lettuce and dressing	240
1 glass milk	158
3 ginger cookies	125
Total	945

Let one girl who boards bring a loaf of bread, the other a head of lettuce. One of those who live at home can bring a small glass of jelly, another the dressing for the lettuce, and the third, 15 ginger cookies. Then they can "chip in" for the milk, which can be purchased, generally, direct from the milkman, who will bring it to the office.

Let us count up the cost of this menu for five persons. The prices given here were obtained from a Baltimore grocery store:

1 loaf bread (10 slices)	$0.10
1 head lettuce	.12
1 glass jelly	.20
Dressing for 1 head lettuce	.10
2½ pints milk	.25
Total cost	$0.77

Dividing the total cost by five, we find that the cost to each girl would be a little less than 16 cents. If they wish to supplement this with fruit, the best plan is to buy the same kind of fruit for each person; this is not only practical, in that each may be satisfied that the cost to each is the same, but it is far less trouble to the purchaser to buy a large amount of one kind than to have to buy an apple for this one, a pear for that, etc. Moreover, the only economical way to purchase fruit for such use is by the half-dozen or dozen, by the pound or quarter-peck. The buyer should take care that the fruit is very fresh, in case it may be necessary to keep a part of it over for the next day. Adding 25 cents extra to the above menu for a pound of grapes, we have a total of $1.02, or about 21 cents each. Where is the lunch room that will offer such an attractive proposition for 21 cents?

"Oh," you will say, "but the cost is greater to the girl who brought the jelly than to her who furnished the bread."

This is true, but tomorrow the girl who brought the bread may bring a quarter-pound of butter or a half-loaf of ginger bread.

Here are some menus for the other five days of the week. These are given as for one person; the number of calories reckoned accordingly.

Tuesday

Menu for 1 Person—Lunch	Calories	Approximate Cost
2 slices home-made bread, spread with peanut butter	806	$0.06
1 cup tea (with sugar and milk)	70	.04
2 fruit crackers	62	.02
Totals	938	$0.12
Extra fruit		.05
Total cost		$0.17

Wednesday

Lentil soup (1 cup)	283	$0.07
2 biscuits (buttered)	213	.05
Junket	104	.05
Gingerbread (1 slice)	281	.06
Totals	881	$0.23

Thursday

	Calories	Approximate Cost
2 baking powder biscuits, spread with date and prune jam	445	$0.07
Rice pudding (1 cup)	229	.08
1 glass milk	158	.05
Totals	832	$0.20

Friday

2 slices bread, spread with chopped egg	556	$0.12
Lettuce salad (4 leaves and dressing)	76	.05
Apple tapioca	235	.08
Totals	867	$0.25

Saturday

Scotch barley soup (1 cup)	134	$0.07
2 slices bread and butter	460	.05
1 slice Dutch apple cake	296	.05
Totals	890	$0.17

Compare any one of the above menus with that of the following restaurant lunch:

Menu	Calories	Cost
1 chop	247.5	$0.30
Potato salad	105	.20
Coffee (milk and sugar)	70	.10
Totals	422.5	$0.60

And this is a "very moderately-priced" lunch, with hardly half the food value as one of the above, and at nearly three times the cost of any one of them. Think it over.

Below are given the food value, in calories, of a few of the staple articles that may be used in preparing lunches. These are taken from Richards' "The Cost of Food—A Study in Dietaries," which may be obtained at the Pratt Library in Baltimore.

Article	Calories
1 slice home-made bread	202
2 meat balls	355
Peanut butter filling (for 2 slices bread)	442
Milk, 1 glass	158
Prune jelly, 2 heaping tablespoons	442
Meat loaf, 1 slice	209
Junket, 1 cup	104
Cheese filling, for 2 slices of bread	504
Bread and butter, 1 slice	230
Sardine filling, for 2 slices bread	129
Egg filling, for 2 slices bread	152
2 frankfurters	361
6 ginger cookies	249
Milk and sugar, for cup of tea or coffee	70
Beef stew, 1 cup	691
Gingerbread, 1 slice	281
Lettuce and dressing, 4 leaves	76
Rice pudding, 2 heaping tablespoons	229
4 baking powder biscuits	313
Apple tapioca, 4 heaping tablespoons	235
10 small fruit cookies	309
Fudge, 2½ pieces	221
Plain cake, 1 slice	163
Cornstarch pudding, 2 heaping tablespoons	166
Rice, 1 cup, milk and sugar	250
Custard, 2 heaping tablespoons	181
Scalloped potatoes, 2 heaping tablespoons	242
Scotch barley soup, 1 cup	134
Lentil soup, 1 1/6 cup	283
Chocolate farina pudding	229
Sliced banana (½) with orange (1) and sugar (2 teaspoons)	206
Cocoa, 1 cup	126
Dutch apple cake, 1 slice	296
Date and prune jam, 3 heaping tablespoons	288
Vegetable salad, 1 cup with boiled dressing	163

Frocks That Should be Included in the Well-Dressed Wardrobe

By Maude Hall

THERE are a few models among the new season's fashions that no well-equipped wardrobe can afford to be without. Most of them are of the type that will do duty for many occasions, hence they are practical as well as stylish. New records for elegance and simplicity are established in the designs advocated by Paris, for in most instances the straight and slender silhouette is followed with unfailing fidelity. When the ruffled skirt is introduced, it is always in a way that is practical and generally becoming.

Since the chemise frock is one of the types that carry over from season to season, it is the one upon which the designers seem to ring in the greatest number of new ideas. The latest models feature solid front panels of black velvet or black satin, with the remainder of the dress fastening onto each side of the panel in visible or invisible effect. When such colors as the lavenders, browns and yellows which made summer so gay are employed, the black front gives just the sobering touch required and there is something about the aloofness of the arrangement that gives it distinction. Nowhere else will a touch of black be found, except in the girdle and then there must be a facing of silk or satin in the hue of the dress. Seldom do these dresses have any other trimming.

Panel effects are exceedingly popular, especially since there are so many new ways of adorning them. On every hand one sees the eyelet embroidery of which all the fashionable world is talking. Like the one-piece frock this unusual form of decoration lends itself to such charming variety that the likelihood of its becoming monotonous and unpopular is exceedingly remote. One of milady's smartest Autumn frocks is fashioned of dark brown serge eyeletted in self-color silk. The embroidery appears at the lower edge of the gathered tunic and on the front of the waist and sleeves. At the waist the fulness is held in with a belt of brown satin lined with orange silk crepe de chine. Accompanying the dress is a small, close-fitting hat of brown velvet trimmed with orange and brown ribbon. The brim is faced with brown tulle, through which shirred orange tulle shows.

A frock with flounced skirt is developed in dark blue tricotine. The flounces are very scant to obviate fulness, the lower edges being trimmed with a border worked out in fine silk soutache braid. The top of the bibfront also features the braid trimming, while the collar is of filet lace mounted on satin.

Lovely in effect is a frock of black velveteen and black and white check flannel. The lower part of the skirt is of the velveteen, the tunic and long waisted bodice being of the flannel. There is a string belt of black velvet ribbon with the reversed side in jade. In counting the season's most fashionable shades, jade must be given a conspicuous place. In the soft silks and satins it makes delightful dresses and blouses, while on thicker fabrics it appears in heavy silk embroidery.

Some of the great dressmakers do wonderful things with the narrow loose panels which extend from hip to top of hem of skirt. They are outlined with narrow silk braid and sometimes are extended above the belt to form a bib-front on the waist. Seldom, however, is the bib applied in straight line. Either it is curved at the sides or divided at the front to form an inverted V or U. A little later in the season panels will be trimmed with narrow bands of fur. Although most of the shops are featuring fur sales, there is little in the announcements to give encouragement to the woman who has but a limited budget for dress. Her most practical resource is to furs of former seasons which have outgrown their usefulness and which can be cut into bits and applied here and there in original fashion. If a little embroidery is required to fill over a gaping void, do not hesitate to use it.

In the duvetyns and velours there are some exquisite shades of dark red which are made more beautiful by the addition of black embroidery. The handwork may be done in wool as well as in silk and hundreds of women have learned to make French knots since groups of these little points have proved so effective upon the front of a waist or about the lower edge of a skirt.



9079 9090 9093 9071 9087

35 cents for each of the above patterns

Potomac Peach Pie

Take seven large peaches sliced fine; mix with a little corn starch. Add half pound sugar, then mix all together.

Crust

2 cups flour.
¼ pound butter.
¼ pound lard.
½ teaspoon baking powder.

Work well together, mix with a little ice water. Brush over top with a little egg and milk and bake in a moderate oven.

Another Woman on the Honor Roll

We call the attention of our readers to the name of Mrs. Clara Holt, the woman whose name is on the Honor Roll for this month. Mrs. Holt is an operator on the Indiana Division.

WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mount Royal Station."

Try our pattern service—five days from day you mail order to day you get pattern.

Name .....
Street .....
City ..... State .....
Size .....
Send pattern number .....



8745—Price 25 cents 8861—Price 25 cents 8419—Price 20 cents

Home Dressmaker's Corner

Two-Piece Skirt with Plaited Sides Forming Slot-Seam Effect

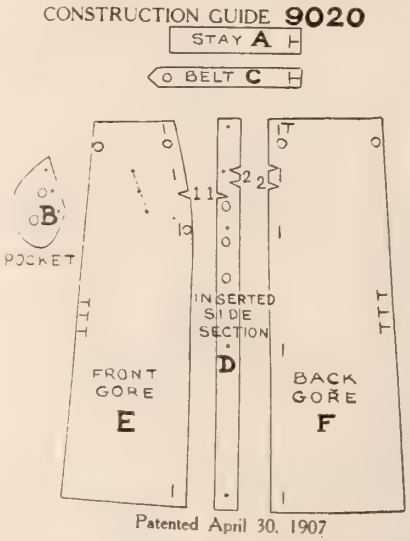
THIS smart new skirt is designed to give width where width is most desired without changing the straight line effect so essential to modish appearance. It is suited to development in cotton gabardine, pique, taffeta, satin or, for use a little later, velvet. If 36-inch material is used, 2½ yards will be required for medium size. There also will be required ⅞ yard 2-inch belting for stay and ⅜ yard 27-inch lining for the pockets.

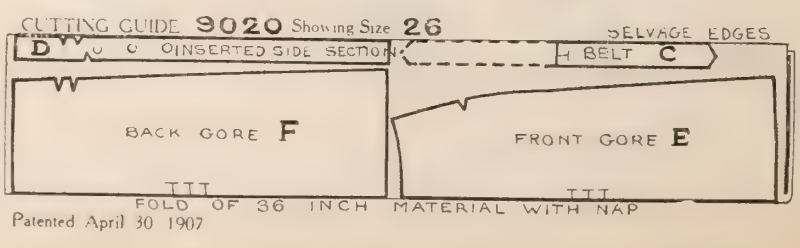
In planning to cut the skirt, place the back and front gores of the skirt on the material so that the triple "TTT" perforations will rest along the lengthwise fold. The inserted side section and belt are laid along the selvage edge, with large "O" perforations on a lengthwise thread. Pin each section of the pattern to the material securely, then cut out, duplicating each notch in pattern and goods and indicating the different perforations.

Then take the gores and turn the side edges of front and back gores under on slot perforations. Lap on inserted side section to small "o" perforations with the notches and edges underneath even and stitch about ⅜ inch from the folded edges, from the upper edge to the small "o" perforation in front gore. Leave the edges to the left of center-front free above the lower large "O" perforation in front gore and finish for closing. Press plaits to position. Gather upper edge of back gore between "T" perforations. Adjust stay to position underneath skirt, closing at left side. Stitch upper edges of skirt and stay together.

Next, arrange one pocket section on front gore, matching small "o" perforations. Stitch straight across about ⅛ inch each side of the line of small "o" perforations and then slash along the line of perforations. Draw the pocket through the slash to the inside of skirt and press. Stitch another pocket section to position underneath with edges even. Adjust belt to position with center-fronts and center-backs even and with upper edge of belt a little above the top of the skirt. If desired, the pockets may be piped with narrow silk braid.

Pictorial Review SKIRT No. 9020. Sizes, 24 to 34 inches waist. Price, 25 cents.





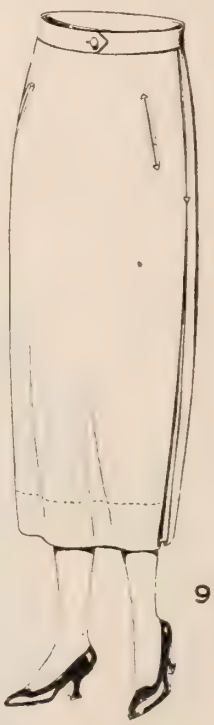
Pictorial Review Designs

GIRLS' GUIMPE DRESS No. 8745. Four sizes, 6 to 12 years. Size 8 requires 2 yards 36-inch material for dress, 1⅛ yard 36-inch material for guimpe. Dress to be slipped on over the head. Price, 25 cents.

CHILD'S DRESS No. 8419. Four sizes, ½ to 3 years. Size 2 requires 1⅞ yard 36-inch material. Price, 20 cents.

GIRLS' GUIMPE DRESS No. 8861. Four sizes, 6 to 12 years. Size 8 requires 3¼ yards 36-inch material. Closed at back. Sleeveless waist with deep square neck in front. Two piece gathered skirt. Price, 25 cents.

DRESS No. 9079. Sizes 34 to 48 inches bust. Price 35 cents.



DRESS No. 9090. Sizes 34 to 48 inches bust. Price 35 cents.

COAT No. 9093. Sizes 34 to 44 inches bust. Price, 35 cents.

DRESS No. 9071. Sizes 34 to 44 inches bust. Price, 35 cents.

DRESS No. 9087. Sizes 34 to 50 inches bust. Price, 35 cents.



Safety Roll of Honor

Every man whose name is mentioned in this department for meritorious service has helped the Railroad increase car miles and decrease accidents. Every defect in equipment corrected, every accident prevented, every man-sized job here noted contributed directly and largely to the success of these big campaigns, to which we are all bending our energies

Staten Island Lines

On August 8 at 5.30 p. m., Maintainer Weber discovered loose wheel on coach 94 in Great Kills special. He notified trainmaster and car inspector and car was set out. Mr. Weber is commended.

Baltimore Division

On the night of July 30, Engineer W. H. Forebach, Cumberland Division, in going from the shop at Brunswick to the Y. M. C. A., discovered a piece of rail broken out at the cross-over switch on the Baltimore Division side between the shop and the central office. About the same time, Machinist Earl Cage, who had finished work at 11.00 p. m., also discovered this rail broken. Both of these men reported the matter to General Foreman Good. They have received commendatory notation on their records for observing and reporting this defective track condition.

On August 21 an extra freight train was pulling out of the Westbound Yard at Brunswick, en route to Cumberland Division. Machinist C. L. Russell and Helper L. W. Schnauffer, Roundhouse, noticed the brake beam dragging under Baltimore and Ohio car 137144. They had train stopped and car was set off. Both of these men have been commended for their close observation of passing equipment, which possibly averted a derailment.

Brakeman J. E. Canoles has received commendatory notation on his record for his observation of brake rigging down under wheels of car in train of engine 5058 on August 31. He flagged the train, which was backed in at Harvey, where the brake rigging was removed.

On August 7, Agent W. F. Matthews at Kensington reported broken brakehanger under Southern car 180335 in train of extra east, engine 4598. Train was stopped at Silver Spring and precautions taken to prevent hanger from dropping under car. Mr. Matthews has been commended.

Cumberland Division

While standing at Keyser station on August 14, as extra 4866, east, was leaving the yard, Telephone Maintainer Elliott observed tread of wheel broken under W. M. car 53013, the sixth car from engine. He had train stopped and examination made, developing the necessity of setting out car for repairs. Mr. Elliott is commended.

The following defects and irregularities were noted by operators during the month of August and prompt action taken to correct:

Nature of Observance	Cases
Wheels sliding	2
Brake rigging down	3
Broken rails	1
Broken wheels	1
Carrier plate down	1
Total	8

One car set out for repairs on above reports.

On August 14, while standing at Keyser Station as extra 4866, east, was leaving the yard, Telephone Maintainer Elliott observed tread of wheel broken under W. M. car 53013, the sixth car from engine. He had train stopped. Examination made developed the necessity of setting out car for repairs. Mr. Elliott is commended.

On the afternoon of June 20, C. E. Edwards, Paw Paw, W. Va., while walking along the track observed a large rock, which had rolled down the mountain side, lying on the high line track, about three-quarters of a mile above Paw Paw Station. He flagged train 34 and informed the conductor, who had Foreman Kaylor remove the obstruction. Inasmuch as Mr. Edwards is not an employe of the Company his interest in the matter was appreciated and he has been so informed by the superintendent.

Charleston Division

L. A. Rollyson, agent, Frametown, noticed brake rigging down on extra 2947, which was passing his station. He had train stopped, thereby averting a possible derailment. He has been commended for his interest.

Conductor B. R. Bragg found broken rail in Gassaway Yard, protected trains and had repairs made. He has been commended for his action.

The following employes have been commended for their good work during August: Conductor D. Harmon—Clearing slide from main track, averting delay to trains. Conductor D. Harmon—Close observance. Reporting car improperly routed. Conductor P. J. Condry—Personally handling express, averting delay to trains. Fireman J. W. McTheny, Brakeman B. R. Matheny and Engineer D. Wilmoth—Assisting to clear slide from main track.

The following engineers' names appear on the fuel performance list for July as having made 100 per cent. or over. They are commended for their good work:

W. T. Spencer, F. Kerrigan, R. E. Smith, R. N. Jeffries, J. C. Jordan, A. Whitecotton, R. K. Ankrum, J. L. Davis, A. J. Lundsford, W. T. Powell, M. T. Hall, B. M. Shears, W. J. Johnson, P. W. Toms, G. E. Ramsburg, C. U. Skiles, J. H. Stalnaker, E. L. Jarrett, A. F. Vorholt, S. H. Haymond, C. A. Mullims, A. B. Nicholas.

Cincinnati Terminals

Safety Agent W. L. Allison on his return trip from Glendale was stopped at Woodlawn by Track Foreman John Reggello, who notified him that cut of cars on siding at Woodlawn had run down over derail at south end of siding, making close clearance on northbound main track at that point. The derailment was protected by flag until engine could be procured at Ivorydale and the cars pushed back into clear. Track Foreman Reggello has been commended for his action in reporting the derailment, so that the condition could be corrected in time to avert a possible accident.

New Castle Division

New Castle, Pa., September 22, 1920.

Mr. C. A. Duvall,
Chief of Employment Bureau.

Dear Sir—On September 17, about 5.45 p. m., while on a motor car trip on the west end of the New Castle Division, and while I was in "OD" Tower at Lodi, Extra Gang Foreman E. W. Foulk came into the tower and notified us that extra 4007, west, had in the train C. B. & Q. car 106661 with a hot box, flat spot on the wheel and a bent axle.

The train had passed "OD" and we were unable to stop them there, but a message was handed on to them at the next open telegraph office. The train was stopped and on investigation by the crew it was found that these facts were correct and the car was set off. I personally inspected the car the following morning and the car would not have run five miles further as the truck was about to collapse.

I desire in this way to commend Mr. Foulk for his action in this case, which undoubtedly avoided a serious accident.

Yours truly,
(Signed) D. F. Stevens,
Superintendent.

On August 23, Conductor L. E. Hoffman, on extra 2731, en route to Cleveland, discovered a broken rail near the Erie overhead bridge at Kent, Ohio. Sectionmen were notified and repairs made promptly. This action is characteristic of Conductor Hoffman, who is unusually observant and displays keen interest in his work. A letter of commendation was issued by Superintendent Stevens and suitable entry made on Mr. Hoffman's record.

On August 28, S. A. Mitchell, of Hudson, Ohio, while crossing the tracks two miles east of Kent, Ohio, found crossing plank wedged across track where it had been forced by a passing train. Recognizing the danger involved in this situation, he ad-

justed the plank and notified the agent at Ravenna, so that permanent repairs could be made. Mr. Mitchell is not in the service of the Company, but his action in this connection is all the more commendable, indicating a keen appreciation of the importance of safe conditions along the railroad. An appropriate letter of thanks was forwarded to Mr. Mitchell by Superintendent Stevens.

Cleveland Division

CLEVELAND, OHIO, September 8, 1920.

MR. H. BIERIE,
Assistant Extra Gang Foreman,
Freeport, Ohio.

Dear Sir—It gives me great pleasure to commend you again on your watchfulness and prompt action in notifying conductor in charge of extra 4215, east, August 21, passing Freeport, after you noticed 36 inches of tread broken off rear wheel of head truck of G. T. 73359, containing iron ore. The conductor had car set off at east end of house track Freeport and thereby averted an accident. The interest that you are taking is appreciated and I hope that you will continue your good work.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

Chicago Division

On July 19, Section Foreman R. L. Curtis, from Section 28, discovered brake sticking and fire flying when No. 94 was passing his gang working on track. He immediately endeavored to flag train. The conductor on caboose seeing him, applied the air and stopped train. It was found on examination that the wheel was badly cracked and might have burst at any time. Mr. Curtis is commended for his watchfulness.

Fireman W. E. Getz, while on engine 4130, observed a brake beam down in his train at Fostoria. It was removed by the crew, thus possibly averting a serious accident.

Ohio Division

On August 9, while working at Davis Switch, Lewis Meyers, trackman, discovered broken flange on Baltimore and Ohio 137311, loaded with coal. Operator at Oak Hill was notified and car was set off. Investigation developed that 12 inches of the flange was missing. Mr. Meyers is commended for his close observance and interest displayed.

Indiana Division

On September 1, when extra 2734, west, in charge of Conductor W. D. Cox, stopped at Watson to do work, Miss Clara Holt, operator, discovered brake beam down on D. T. & I. 7078. She immediately notified crew and brake beam was removed, thereby averting a derailment, as the wheel was backing up on the brake beam when the crew got to it. Miss Holt is commended for her close inspection.

On August 5, at Storrs, when extra 2685, west, was passing telegraph office at 8.23 p. m., D. T. Bellamy, operator, noticed brake beam and brake shoe dragging along rail under St. L. S. W. 40024, eighth car from caboose. He succeeded in communicating information to crew, train was stopped and defective parts removed.

The close attention of Operator Bellamy in inspecting train is commendable, and appropriate entry will be made on his service record.

Illinois Division

Fireman Phillippi a Life Saver

Fireman R. L. Phillippi, a fireman in every sense that the name implies, is to be highly commended from the fact that on two particular occasions within the last year he saved the life of one man and possibly more, together with averting damage to Company property.

Several months ago Phillippi was fireman on an official train eastbound, and while passing around a sharp left hand curve on a one per cent. grade the view was obstructed by bank. He noticed the heads of section men approaching on hand car, called to engineer, who immediately applied emergency brake, engine stopping with pilot about six feet beyond hand car where it had been taken off track. Had not Fireman Phillippi noticed hand car approaching car would have been demolished and possibly some of the men killed or injured.

A few days ago while train 68 was running 50 miles per hour between two cuts of cars, the engineer's attention was attracted to cross-over switches at extreme end of cars. Fireman Phillippi noticed a three-wheel car between cross-over switches and his engine, called to engineer, who immediately applied the brakes and engine barely missed the three-wheel car, which was thrown off the track by the occupant. Had it not been for the watchfulness of Fireman Phillippi the car, in all probability, would have been demolished and the occupant possibly killed or injured.

Toledo Division

Commendatory entry has been placed on the record of Agent-Operator I. J. Fischer for his careful observance. On the morning of August 28, he discovered brake beam down, dragging on rail third car from engine on extra 4297, north. He gave the signal to the engineer, train was stopped and brake beam removed. He has been commended for possibly averting a serious accident.

H. C. South, section foreman, has been commended for his quick action and close observance. On August 11, at 7.10 a. m., extra 4557, north, had brake beam dragging on one end of car D. R. & U. 751, third from engine, when going through Cridersville. Mr. South detected this and notified the train crew; the train was stopped and the necessary repairs made.

Ohio River Division 3, Monongah Division 0

Legion Park, Grafton, August 25

On August 25, Grafton baseball fans witnessed the fastest and best played ball game of the season, between the Monongah and Ohio River Divisions. This was the last scheduled game for the Monongah Division to be played at Grafton. The Monongah Division won by a score of 3 to 0.

Shaffer, who started the game for the visiting team, was taken out of the pitcher's box in the first inning, after three runs had been scored on him. Mason, who succeeded him, held the Monongah Division to three hits during the renainder of the game. Burns pitched for the Monongah Division, allowing but four hits, not a man reaching third after the first inning. His teammates played an air-tight game behind him.

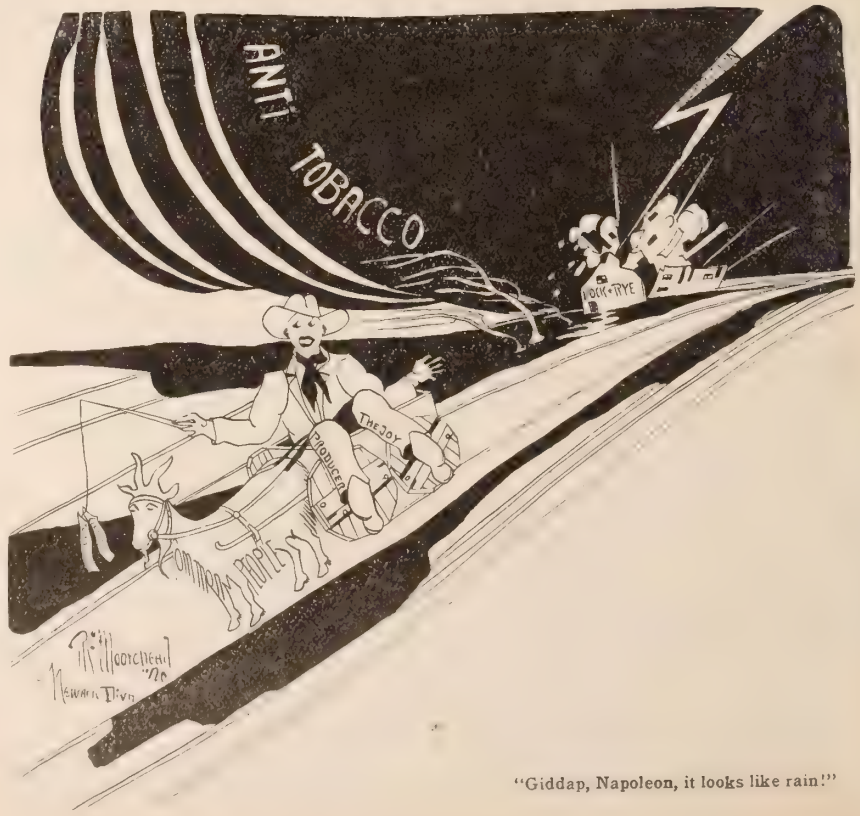
Monongah Division—Huber, 3b; Van Horn, ss; Feeney, 1b; Ringler, lf; Hopke, rf; Fischer, 2b; Hankey, cf; Hoffman, c; Burns, p.

Parkersburg—Wayman, 3b; Fowler, rf; Hickman, 1b; Cook, c; Mason, cf, p; Cawell, lf; Hussion, ss; Hawkins, 2b; Winland, 2b; Shaffer, cf, p.

Score by Innings		R	H	E
Parkersburg	0 0 0 0 0 0 0 0 0	0	4	2
Monongah Division	3 0 0 0 0 0 0 0 x	3	7	1

Summary

Base on balls—off Mason, 1; off Burns, 1. Two-base hits—Fowler, Hickman. Three-base hits—Ringler, Hopke. Sacrifice hit—Feeney. Left on bases—Monongah Division, 4; Parkersburg, 6. Struck out—by Burns, 12; by Mason, 6. Umpire—Jones. Time of game—1.30.



"Giddap, Napoleon, it looks like rain!"



Among Ourselves

There is a larger representation of divisions and departments in this issue of the MAGAZINE than in any previous issue. This speaks well for our correspondents, who give of their time and interest freely to help make the MAGAZINE more interesting to its readers, and we thank them

Baltimore and Ohio Building

Office of Vice-President—Maintenance and Operation

Correspondent, H. H. HARTLOVE
Chief Graphic Clerk

Edward P. Wrightson of this office joins the throng of benedicts. Congratulations! Ah, the bachelor line is growing thinner!

A special article has come to the attention of your correspondent, and in view of the renewed activity in matters scientific, foreign travel, Darwinian theories and other allied subjects, we deem it best to allow our readers to profit tremendously by the experiences of our renowned—shall I say sophisticated—globe-trotter, J. W. Mackert, late of Cook's Illustrated Tours.

SPECIAL ARTICLE EXTRAORDINAIRE!

JOURNEYINGS OF PULLMANITE MACKERT.

Dear Folks—Yes, I have seen the sights of a great city. Upon solicitation of my friends, I decided to travel in rare style (*rara avis* is the French expression) from Baltimore to New York. I took the Pullman (J. W. M. has a taking way about him) and anybody seeking information about Pullmans—ask me, I know! Follow these instructions carefully:

1—Carry with you all of your multitudinous identification cards—

Royal Order of the Hoos Hoos,
Independent Zoological Investigators Club.
Amalgamated Knights of Rubber Neck.

2—Don't forget your shower-bath tickets.

By the loving humped up—would you believe it? I looked for two hours for the shower bath and ended my travels by stumbling into the smoker, and falling directly into the lap of a corpulent gentleman, who shouted, "For heaven's sake, go to bed!" I went. The porter forgot to put the light out over my berth, so I put my handkerchief over it, took the screens out, put the windows down, and lay down to sleep. I have heard weird tales of shoes getting badly mixed up over night, so I fooled 'em. I SLEPT WITH MINE ON!

Arriving in New York, I went directly to the Bronx zoo for the purpose of endeavoring to prove the Darwinian theory. I could not find any real resemblance between the inmates of the cages and myself—I didn't look very close—so I came away disgusted.

Nextly, I betook myself to the Rubberneck Wagon, showed my card of admission and saw New York as only a Royal Knight of that order can do. Talk about ladies' wearing apparel!—but let us pass on. This is the true subject of my discourse: whenever you desire to travel in true artistic style, consult Pullmanite Mackert. No charge for elaborate and thorough information, as I am a champion of the people and I am not running for the presidency. I merely wish to be of service in helping the misguided public.

Yours travelistically,
PULLMANITE.

Here endeth the article, and you will agree that if there were more people like Pullmanite Mackert the world would be a better place to live in, to eat in and to sleep in. As I have been to Atlantic City on a vacation, you will please pardon the brevity of my correspondence. I'll see you at church. *Au revoir.*

Office of General Manager

Correspondent, G. F. ZIMMERMAN, *Assistant Chief Clerk*

We are glad that our assistant file clerk, Milton Crist, is again back at work. Recently while in bathing at Mountain Lake Park, Milton had the misfortune to break his arm. We all thought he knew how to dive better than that.

"Barney Oldfield" Andersen, of whom mention has been made in a recent issue of the MAGAZINE, has "added unto his list of speed machines" a pony. Why in the world a pony, "Ben?" If it had been a motorcycle we would not in the least have been surprised. For the benefit of our readers, however, let it be known that "Bennie" is the father of two youngsters (and mighty good ones too) who have been asking papa to buy them a pony for some time; so, with all the back pay he was given, there wasn't anything left for him to do but satisfy their wishes.

Has anybody got a house to sell? See Mr. Kohlerman, he may be able to sell it for you.

Once upon a time the art of bowling was known to one of our stenographers, who never failed to tell us the morning after the night before what a wonderful score he made. Now we have a wizard in our midst, who wouldn't think of entering a game without making at least 150 pins a game. A mere trifle for him. Anyone desiring to know how he does it, might see Charles Cavey.

Law Department

Correspondent, GEORGE W. HAULENBEEK

I received a letter recently that did me a world of good. It came from our division attorney, Charles D. Clark, away off in Chicago. Judge Clark gave me warm commendation for my efforts in sending to the BALTIMORE AND OHIO MAGAZINE a monthly contribution. It made me feel particularly comfortable. If in the Law Department, where I have labored continuously for over 39 years, it should happen that no one uttered a single, solitary word, it would cause me to give thought to the couplet—"A prophet is not without honor, save in his own country"—and give it no further thought.

Women Readers of Newspapers

What part of a newspaper or magazine does a woman read? Someone has remarked, the advertisements, and that is why the majority of seekers after bargains at the bargain counters is composed of women. A young woman sitting in the seat with me in a 17 car the other evening read nothing in the *Star* but "Holding a Husband" and the "Marriage Mill" while grand good articles by Dorothy Dix, Dr. Crane and Frederick J. Haskin received no attention whatever.

Good-bye to No. 1 Train

I have finished my summer runs on No. 1 train to Deer Park. I saw many things on my weekly trips to commend. I met some grand good fellows in our service that I would not otherwise have had the pleasure of meeting. I rode in the smoking car on my Saturday afternoon trips and in the same way on No. 16 on my Sunday trips back to Baltimore. When the conductor politely requested men holding passes to go into the smoker I obeyed with alacrity.

From Cumberland on each Saturday a great number of our men return to their homes in Keyser, and from that point a number make the trip to Piedmont. I had the pleasure of conversing with brakemen and others in our service, and I enjoyed the trips. I found some good loyal men who, in flagging a train or in performing any other important duty, did it well. One man in particular told me that he was going to his home in Keyser in order to go out on a freight sometime during the night. I could see that man's little family, with the children in their beds. I could see the wife pack the dinner bucket well in advance of the call. We have some splendid characters among this class of men, and I doff my hat to them whenever I get a chance.

Back on the Reading

Now I have resumed my Saturday trips to Bethlehem, Pa., taking train No. 524 from Camden Station and changing at Wayne Junction to a Reading train. I have three minutes leeway for the change, but the Baltimore and Ohio and Reading trains are almost always on time and good service is rendered.

Robert Pressley Scott

During the summer we were distressed beyond expression by the sudden death of our counsel, Robert Pressley Scott, of Butler, Pa. Mr. Scott, who was 78 years of age, had served the Law Department faithfully for over 30 years. He was conscientious and painstaking and we will miss him.

Clyde Ludwig

Clyde Ludwig of Grafton, W. Va., 22 years of age, front freight brakeman, Monongah Division. On my last trip to Deer Park, this young gentleman entertained me. His narration of his vacation trip was full of interest. I favor sending employes away on vacation jaunts off our lines. It gives them an opportunity to observe how other roads do things, and sometimes how we can improve; moreover, they are apt to return brimming over with zeal and admiration for their own road. After all, there is no trunk line to day like the Baltimore and Ohio, and this was the purport of Mr. Ludwig's story.

Mrs. Edith Barnard Delano

"Blue Flowers from Red" in the *Ladies' Home Journal* for September, the work of Edith Barnard Delano, attracted much attention. Mrs. Delano is the daughter of the late Dr. William T. Barnard, the founder and originator of our Relief Department.

Dr. Barnard, while in the War Department at Washington, accepted a position in the President's office of the Baltimore and Ohio at Baltimore. This was away back in 1880. It was Mr. Robert Garrett's idea that a Relief Department, embracing its present features, should be organized, and placing Dr. Barnard in charge, the work was begun. The late Dr. S. R. Barr and the late John P. Hess were associated with Dr. Barnard in the work and lent valuable assistance.

I don't know what we would do without the Relief Department.

(We have received the following characteristic and amusing note from one of the protegees of Mr. Haulenbeek. It pays to have one of Mr. Haulenbeek's type for mentor and friend—not alone as an illustration of how a man can preserve his youth into the "threescore years and ten," but also to show how legal training improves one's vocabulary.—Ed.)

It is with interest that I write a diminutive article of the Honorable George W. Haulenbeek for the October issue. My principal statement is that Mr. Haulenbeek has a birthday in October, he being 77 years young on October 9, 1920 (1843-1920). His motto is "smile," but in many instances, especially when he is busily engaged, prudently speaking, I am of the opinion that he smiles in a sardonic attitude, but I am optimistic in order that I may follow the dynamic example which this propitious gentleman has effected. On behalf of the MAGAZINE, I must say that I enjoy his contributions and in our daily colloquy I learn much to my advantage. Let's hope that he will live to be an octogenarian and that, when he reaches this age, I will be a sibyl to name his next age.

(Signed) WILLIAM B. BERRY,
Junior Clerk.

Car Service Department

Correspondent, GRACE PLACEDE BERGHOFF

Here is a photograph of "Charlie Fischer, Esq.," the monarch of Sue's Creek and the "candy kid" of the Car Service office. This gentleman knows some little about things piscatorial, but his long suit is amber fluid, which he admits he misses since the country has gone dry. Where's the bait, Charles!

Engineering Department

Correspondent, OSWALD EDEN

Friend Stork has been visiting the Engineering Department again. This time it stopped at the home of Engineer of Buildings L. P. Kimball, leaving behind an 8½ pound baby boy, born on August 27. Congratulations, Mr. and Mrs.!

"Velvet Joe" says: "Even the railroads have reformed—the Engineering Department think 2.75 is a grade too high for the best results and if the average grade was one-half of one per cent., the equipment would last longer."

"Herb" Dawkins, better known as "the guy with smoked glasses," has returned from a trip to Yellowstone Park, where he say many of the wonders that Nature has wrought. But for wonders "Herb" needn't have gone that far. He should have looked into a mirror.

Our poor "Willie" Pinschmidt seems to have trouble with eggs. Some sent by parcels post were badly broken. What does our "Willie" mean, badly broken? He claims others could only be partially used. He should prosper with this kind of economy.

J. W. Linnbaum has a beautiful coat of tan, obtained during a two week trip with his family to Atlantic City.

"Teddy" Ziegfeld has returned after a short sojourn to Atlanta, Georgia. We are glad he did not go on a hunger strike (many thanks, Warden).

Our chief, Mr. Lane, took a short vacation Down East—on his old home place at Foxboro, Mass.

M. T. Chambers, secretary to chief engineer, spent his vacation at his home in Philadelphia.

J. A. Layman, accountant, has been transferred from Pittsburgh to the office of cost engineer, Baltimore. L. E. Emmett, another accountant, was transferred from Cincinnati to the Baltimore office of the Cost Department.

L. E. Martin, engineer, has left the Cost Department to re-enter Purdue University, Lafayette, Indiana. H. A. Hook, chainman in the Surveys Department, has also left in order to resume studies at Cornell University.

J. Franklin Voll spent his vacation in Cambridge, Md. We understand a certain young lady was at home. Serious complications of the heart are looked for by his friends.



Fisherman Fischer

Politics are warming up at Halethorpe and candidate for Mayor, John F. Waters, is looking for a "still" to manufacture some "hooch" to aid his campaign.

J. R. Weer, Jr., has purchased an "auto," and makes daily trips from Sykesville to the office. He is now seriously considering the purchase of an aeroplane if permission can be secured to land on the Central Building roof.

"Colonel" Fry is still on the job and wears a collar in cool weather. Here's hoping, for his sake.

Wednesday, September 8, was a lucky day for D. W. Fry, assistant engineer in the Surveys Department. On that day Friend Stork visited his home and presented Mrs. Fry with a little baby girl. The department extends its congratulations.

Among the recent benedicts of the Cost Department was C. M. Whittaker, who took unto himself a bride, Miss Frances Barklage, on August 21, at Elkridge, Md. Hats off to C. M.

Kemp-McClanahan

Miss Helen E. McClanahan, daughter of Mr. and Mrs. S. McClanahan, and Joseph Milton Kemp, son of Mrs. and the late Charles E. Kemp, of Walbrook, were married on September 1. The Rev. J. M. Gillum, pastor of Walbrook Methodist Episcopal Church, performed the ceremony at the home of the bride, 3002 Garrison Avenue. Miss Lucille McClanahan attended the bride as flower girl. Mr. and Mrs. Kemp left immediately for New York. They will take a northern tour, stopping at the Thousand Islands, Montreal, Lake George and Lake Champlain.

The above tells the story. For weeks before "Joe" had been going around the drafting room as quiet as a mouse, until some one let the cat out of the bag. Passes began coming in for "J. M. Kemp and wife" and we began to wonder, until "Joe" let out that it was true. The young benedicts in his department were sorry (?) to hear of "Joe's" decision to take unto himself a wife, and so composed the following ode to him:

Ode to J. M. Kemp, on the Event of his Marriage

Why don't we listen to our friends?
Why don't we take advice?
Because we think we know it all,
And think they are not nice.

However much we think we know,
And try to carry out;
We find we didn't know it all,
And *that*, without a doubt.

The story goes we have been told,
That two live cheap as one.
But let us tell you, Milton Kemp,
We know it can't be done.

(Signed) MARRIED MEN, Drafting Room.

With the joy that came to us of a fellow worker taking unto himself a wife, comes the sad news of the loss of another fellow worker's loved one. I refer to the wife of Milton Fleagle, who succumbed after a long illness. Our deepest regret and sympathy are extended to you, Milton, in your bereavement.

Office of General Freight Claim Agent

Correspondent, MISS E. T. MURRAY

Smile!

Someone who has the gift of poetic expression has said:

"The man worth while is the man who can smile,
When everything goes dead wrong."

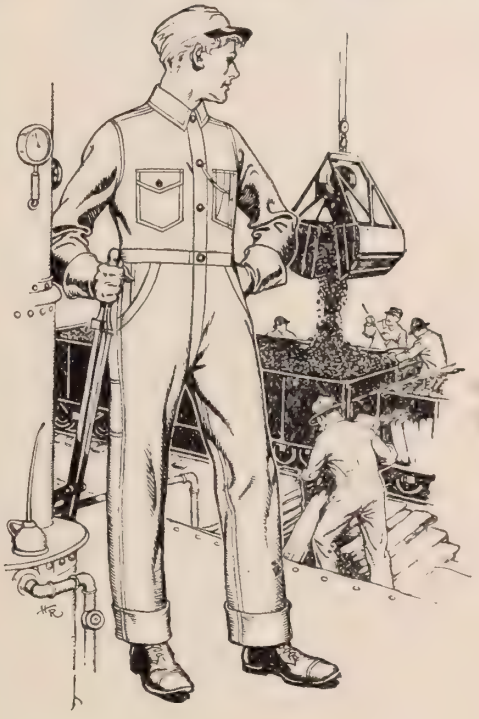
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Selected fabrics and flawless workmanship add endurance to looks and comfort, and the cost is not greater.

Ask your dealer—he knows.

KOHN MANUFACTURING COMPANY

Makers

BRADFORD, PA.



Dorothy Brown
Three-year-old daughter of C. L. Brown, Record Division

He must have had in mind those days that come to each one of us when we seem to be looking at things through blue glasses, when our best friends don't look good to us, when the milk of human kindness is soured, and when even work seems anything but a blessing. If we can keep the cheerful grin working overtime on these days, we may consider ourselves heroes, though perhaps not wearing the D. S. M.

The morning of September 2 was a sad awakening for Iona Newcomb of the Voucher Division. When she appeared in the office with tears of sorrow trickling down her scarlet cheeks someone asked why she was weeping so. Amid sobs and sighs the reply came, "My-my-little canary di-ied last night a-and I didn't even know he, he was sick—poor 'Pete,' I'll miss him-m so much!"

The remains were laid away in a perfume box under the hydrangea bush at 2019 E. North Avenue. The bereaved one has our sympathy and we hope her next canary does not come to such an untimely end. Poor "Pete!"

Smile!

"Laugh and grow fat" is a saying which has been in use long enough to have become a classic. If the man who first used that sentence had said "Laugh and grow healthy" or "Smiles are a cure for the blues," he might have hit the nail on the head even better.

H. C. Brownley of the file room has been granted an indefinite furlough because of illness in family.

We are sorry to report that M. Sidell of the O. S. & D. Division was seriously injured when an automobile struck him as he was alighting from a street car. The machine dragged him several feet, lacerating him about the head and breaking his collar bone. We hope that he will soon recover and be with us again.

Mrs. A. Gleim of the Typist Division has resigned her position as dictaphone operator to take up duties in a new field, namely "Housekeeping." Miss Ruth Banks, formerly a railroad employe, will fill her position.

We are pleased to report that W. C. Chance of L. & D. Division has practically recovered from a slight accident he met with while taking a dip in the ocean blue. Mr. Chance was in the act of taking a dive when he misjudged the distance from a nearby boat and banged his knee. It put him out of commission for a while but we are glad he is back with us again, despite the fact he still walks with an accent.

So many of the employes have been on their vacations during the past month that it seems quite impossible to mention all of them. Nevertheless, we miss them, and wish them all kinds of good times, which we know they must be having while away from the grind of summer work.

Smile!

Solomon said, "a light heart maketh a cheerful countenance" and he might have gone further and said a cheerful countenance makes friends. It would be a grand thing for all of us to join the Smilers' Association. There is a time and a place where a smile may accomplish a great deal and that is when a new employe comes on the job to work with us, if we can greet him in a pleasant way, if we can show him something about the work, if we can simply give him a smile, we may help him to pass the first period when everything is strange around him, so our first and last word is "SMILE."

Relief Department

Correspondent, H. Irving Martin

Professor William James, one of our greatest psychologists, said, "Education in the last analysis consists in the organizing of resources in the human being. An 'uneducated' person is one who is nonplussed by all but the most habitual situations. On the contrary, one who is educated is able practically to extricate himself from circumstances in which he never was placed before."

It is a pleasure to note that a large number of our clerical force will enroll in night schools this fall. The future will prove to them the truth of the saying—

"The heights by great men reached and kept
Were not attained by sudden flight,
But they, while their companions slept,
Were toiling upward in the night."

All of us enjoy vacations for ourselves, and we are glad to have others share our luck. We are willing to give our mite annually to the Fresh Air Fund that the kiddies may have an outing. Our donation for the fund this year amounted to $25.00, and we hope that it helped to bring the great outdoors into the lives of some city youngsters; that the children were enabled to fill their lungs with good fresh air and their stomachs with wholesome food and country dainties, and that they returned to their homes so rosy and healthy that their mothers were possibly unable to recognize them.

Speaking of vacations, many of our force report good times spent this year.

Miss Brune spent one week in the Blue Ridge Mountains, and if there is a prettier spot than the background of the Monterey Country Club you will have to prove it to her by argument. Stop off at Blue Ridge Summit and see it for yourselves. She also spent a few days at Atlantic City, but the mountains get her the next time.

The Shakespeares took their respective wives to Boston and are now prepared to write a book with the title, "How to be Happy Though Seasick"—subtitle "Afterwards." We understand that for the first ten minutes after they were attacked they were afraid they would die, and after the next ten that they wouldn't. Miss Esther Harr, after visiting Buffalo and Niagara, joined them in their delightful experience of "a life on the ocean wave." Of course, all of their time was not devoted to *mal de mer*. The days of pleasure spent in New York and Boston offset the later days "on the briny."

John Schuppner and Daniel J. Shivers also viewed the beauties of Niagara. "Reg" Forgan told the porter to "let him off at Buffalo."

Miss Waring says that she spent a large part of her time in the waters of the Rappahannock. Land values will go up next year in the Old Dominion as it is probable that many who have visited Atlantic City will turn their way hereafter to the bathing beaches of Old Virginia.

Miss Adams made some ethnological studies in Alabama—judging from the large number of souvenirs which were packed in her gripsack on her return. She says that she discovered that the word affinity means affection of the negro for the watermelon.

Mr. Brooks spent his rest days at New York and Atlantic City.

The last we heard from Mr. Thurston was that he was headed for Richmond on the banks of the James.

Miss Helfrich is our candidate for membership in the National Geographic Society, as her itinerary included Chicago, St. Paul, Duluth and some unknown place in North Dakota.

Reuben Gray says that "it" is a boy. He is wearing the smile that means that "Father" is just as proud as he can be.

Recent additions to our office force are Guy C. Riggs, Miss Mary Schwinger, Miss Katherine Myers and Charles R. Curtis. Mr. Curtis comes to us from the Consolidation Coal Company to handle the work of the tax desk in the Savings Feature. He is qualified for his service with us by many years spent in the handling of taxes, fire insurance and abstracts of title.

Telegraph Department

Correspondent, Della M. Hain

Do you know what Form 2664 is? Do you utilize it when sending messages? Do you always follow your messages with proper symbol? Do you use the mailgram whenever possible? Can you answer "Yes" to each of these questions?

The correspondent recently spent a day in Philadelphia visiting the Zoological Gardens, and on the same day one of the storks in the bird house escaped to Maryland and left a sturdy little boy at the home of J. W. Bishop, plant clerk. Congratulations!

A recent caller at this office was Mrs. J. A. Lentz, formerly Miss Ethel Binau, manager private branch telephone exchange, Baltimore and Ohio Building.



The late Patrick Judge

Patrick Judge, aged 70 years, veteran railroad man and supervisor of transportation, was found dead near Glover's Gap, W. Va., on September 7, evidently from heart failure. Mr. Judge was visiting relatives in the country a short distance from Glover's Gap, and it is supposed that he was returning to the station to board a morning train.

Mr. Judge was born at Frankville, Md., on February 9, 1950. He entered the service of the Company at the age of 13 years as water boy on the track and continued in this service two years, when he took up telegraphy under Jesse Courtwright at Glover's Gap. He was made operator at Connellsville, Pa., and later at Littleton. In the spring of 1879 he took up dispatching under K. D. Walker at Fairmont. One year later, 1880, he was appointed dispatcher at Cameron, W. Va., under U. B. Williams, then chief dispatcher. A few years later Mr. Judge was appointed chief dispatcher, and held this position for 25 years. He also served as division operator and assistant trainmaster. In 1912 Mr. Judge was appointed supervisor of transportation by A. W. Thompson, which position he held under C. Selden, general inspector of transportation, until his death.

Patrick Judge was married on September 3, 1883, to Eliza Murphy, of Fairmont, W. Va. She and the following children survive: Mrs. N. I. Shai, of Charleston; Dr. Edna Morris, of Cincinnati; Misses Mary and Helen Judge, at home; Dr. Robert Judge of Cincinnati. Miss Helen Judge is a teacher in the schools at Morgantown. The surviving sisters are Mrs. Winnifred Murphy, Mrs. John Brant, of Fairmont, and Mrs. John Carlos, of Grafton.

Mr. Judge was of a genial disposition and numbered his friends by hundreds. In each capacity that he served he was eminently efficient and painstaking. In every sense he was a good citizen and a very lovable character. His untimely death brought sorrow to hundreds of his coworkers and his loss will continue to be deeply felt.

C. A. Plumly, superintendent telegraph; E. W. Day, assistant superintendent telegraph; E. T. Ambach, assistant superintendent telegraph, and B. F. Thompson, telephone engineer, recently attended the meeting of the Telegraph and Telephone Division of the American Railroad Association held at Winnipeg, Canada.

Several clerks in this office have returned from their vacations with sunburned faces, but the brownest countenance belonged to Mr. Krausz, and he didn't get it at the seashore, either. He got it from painting—not his face, but the roof of his house. Never you mind, Louis, it is mighty becoming.

Miss Catharine Owings now has the pleasant duty of making out Forms 621. Miss Mary Tansill, former executrix of the deed, is glad indeed that Catharine takes so well to this arduous work, which occurs semimonthly. So say we all.

Here is a note we received from a friend of our correspondent. It fills us with curiosity. We are not strong on guessing names, but suggest "Willie."—Ed.

Miss Della Hain had a fine present from "Bill." A little dog. Ask her the name of it.

Valuation Department

Correspondent, G. B. SAUMENIG, *Accountant*

It is to be regretted that this issue only contains news from the Baltimore office. We hope next month to have each office represented.

The winner of the pot should at least "rattle" it.



It seemed strange to see Melvin going around on one crutch. No one can find out the reason.

The presidential situation is a popular subject at present. A recent straw vote showed Harding 38, Cox 23.

Mrs. Carter is after leadership in the political arena. You can never tell what the future may bring forth.

No mention has been made of a welfare organization in the Valuation Department. Now that the winter season is drawing near this should receive some consideration. Talk about it.

Several years ago the Valuation Department was a part of the Duck Pin League. There seems to be a great deal of interest in this sport and a number from other departments have advocated a reorganization. While it is rather late in the year to start, yet it could be done if quick action were taken. We are ready to enter.

An occasional ' Good Morning," a smile or a "Thank You" means more than silence, and the usual frown or grouchy look. Try it on the one next to you and see if it is not contagious.

Ask Janney about the sliding board at Carlins.

It is said that Callahan met with a disaster. Plans had been made to move, but during the night some unkind person changed the numbers on the houses. The next morning a moving man, having been given orders to move the furniture, made a horrible mistake and moved two loads of goods belonging to a neighbor. One would think that a man with such knowledge of "Buildings and Furniture" would be more careful. He got away with it, too.

Our gentlemen from "Indianer," better known as McGarry, is on the sick list. We are wishing for a speedy recovery.

This month's cartoon is quite realistic. No one can doubt the resemblance of the family. It was to be regretted that the trip was not made. Jupiter Pluvius made his appearance and prevented the contemplated expedition. Next month's cartoon will be "Episode No. 12," entitled "Fishing from a Fliver." It will be good.

Transportation Department

Correspondent, J. B. EGERTON

Here we have our friend, T. A. McCann, who, since his transfer to the Embargo Bureau, is holding down a desk of his own. Moreover, he has a telephone at his disposal and a buzzer that calls when the boss wants him. Note the expression of pride

Every Baltimore and Ohio man in the Motive Power Department or in Engine Service should have this book

The Early Motive Power of the Baltimore and Ohio Railroad

By J. SNOWDEN BELL

Describes and illustrates the locomotives used on the Baltimore and Ohio Railroad prior to 1860. The history of locomotive development of the Baltimore and Ohio Railroad embraces nearly the entire history of motive power in America up to 1860

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Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md.



"Mister" McCann

on his otherwise benign countenance. We'll say that "Tom" has imagination and that he has been known to build many castles in the air, but we never thought he'd reach this distinction. And the idea of his posing for a picture! Oh, well, when Miss Davis begins cartooning, anybody would be willing to pose for her.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

On September 22, Miss Mary A. Auth, one of the original six young ladies employed in this office back in 1916, and, by the way, one of the most amicable young ladies of the entire office force, resigned her position, preparatory to her marriage to Mr. Henry Hamp ("Lunk" for short), on September 29.

Thus they leave us. One by one the old familiar faces disappear and new ones take their places. As sorry as we are to see Mary go, I am sure this young couple has the sincere and hearty good wishes of the entire department for a long and happy married life.

The latest acquisition in the way of personal adornment by little "Joe" Heine consists of one pair of patent leather shoes (the first since he was married some 15 years ago) and a pair of officers army shoes. It won't be long now before he starts carrying a cane down to the office. It's pretty hard to tell what his next move will be.

Our old friend, W. B. Stockett, is again compelled to take to the mountains for his health. We hope things come around all O. K., and that the cool, clear mountain air will do him lots of good.

The Children's Fresh Air Society, formed by the office, contributed the following amounts to that most worthy cause during the hot summer months:

June	$ 27.25
July	28.60
August	27.60
September	25.45
Total	$108.90

This is a most creditable showing, which is, however, a characteristic trait of the employes of this office.

Auditor Disbursements

Correspondent, JOHN C. SVEC

One of our young ladies came to work one day wearing a strange stone in the shape of a ring. We have all been wondering since who the lucky fellow is. Come on Adazell, tell us when it's coming off.

One morning "Billy" Banes came to the office bright and early and said that he had chopped the head off one of his chickens. After chopping its head off the chicken ran away. Boys if you see a chicken without a head you will know who it belongs to. What did it, "Billy"? The country is DRY.

The young ladies seem to have had the time of their lives on their vacations. Buffalo, Cincinnati, Niagara Falls, Boston, Atlantic City and other places have seen faces that they never saw before.

The stork visited the home of our correspondent on August 23 and left a bouncing baby boy.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

"We Move"

We have now moved and are comfortably located in the Annex Building. The building, an eight story structure, in the past has been successively known as the Lloyd L. Jackson, R. M. Sutton, and Government Store. The floors are large, well lighted, splendidly ventilated, and there is no reason why efficient service by the employes should not be rendered.

The places assigned for this office are as follows:

1st Floor: (part of) Claim Checkers' Bureau, Records and Bindery.

6th Floor: Auditor Merchandise Receipts, W. E. Rittenhouse; Assistant Auditor Merchandise Receipts, H. S. Maccubbin; Revision Bureau; Statistical and Comptometer Bureaus.

7th Floor: Assistant Auditor Merchandise Receipts, N. F. Davis; Local Settlement Bureau and Machine Room.

8th Floor: Interline Settlement Bureau.

Before moving, each desk, case, or cabinet had an identification mark and when taken from the moving van, shot up in the elevator to its respective floor, and was assigned its proper place. Forethought and well planned arrangements averted all confusion, and we picked up in our new quarters where we left off in the old. Hurrah for our movemen, who endeavor to do all things well!



W. L. Straughn

"We Celebrate"

On "September Morn," the first, to be exact, on entering the Statistical Bureau, a desk looked the part of a florist's shop, gaily bedecked with posies of all sorts. Yes, 'twas a birthday party—John E. Clarke, one time secretary to William T. Thelin, general auditor, celebrated the 50th anniversary of his entering the service. He wanted to pass the day quietly, but it "couldn't be did." Towards evening our silver-tongued orator, Assistant Auditor Harry Maccubbin, on behalf of the Statistical Bureau, gave Mr. Clarke a pair of gold cuff buttons with initials and date, and a silver pencil holder.

Our old friend, E. J. Napfel, received a severe jolt on Saturday afternoon when he was run into by a bicycle. He looked as if he had just returned from the west front. Look out for the kiddie-kars on Fait Avenue, "Ed."

We are also glad to see Miss Helen Walter resume her duties, after what might have been a serious automobile accident.

There are pleasant announcements coming. Some of our really nice girls are to be married. We expect to say something in the next letter about it. We had a big moonlight recently, and 'twas "some night" and "some fine time" for those present.

Here's old "Bill" Straughn, who is popular with everybody, even with our debonair young women, who always wants to hear the latest stories, which "Cap'n Billye" is just filled with. He's been in the Accounting Department so long that if some of his friends found out just how long, they wouldn't believe it. He can row a boat, paddle his own canoe (which he has been doing all his life), run a launch and drive a car, but his specialty is Interline Settlements. Summing it all up, "Bill's" some good sport.

Auditor Passenger Receipts

Correspondent, G. FRED MILLER
Secretary to Auditor

Please, Robert E. Machin, our friend of the titian hair, answer me one question. Why did you go to Canada after the strenuous fight you made for the success of the great cause "Prohibition?" What could have attracted you in such haste, just after "Prohibition" goes into effect? And you went to Montreal, one of the places not dry in Canada.

Miss Rosemary Sullivan, one of our beautiful girls, from the pretty little town of Ellicott City, has given up her position with the Baltimore and Ohio, to accept a partnership in the firm of "Malone and Sullivan." Miss Sullivan will marry Mr. Malone in the near future, and our good wishes for sufficient wealth, the best of health and untold happiness are extended to her and the other member of the firm.

Niagara Falls still seems to draw its quota of vacationists from our office, and recently three of our well known men made the trip, namely Messrs. Hoppman, Grund and Clark. We believe these boys are keeping something back from us. They started off to do the "Romeo and Juliet" stunt by serenading the folks with a ukulele. Mr. Hoppman is some "ukie" player, and you can imagine how the passengers on the train

felt when Hopp played and Grund and Clark got their delightful voices in working condition. On reaching Harrisburg they decided to stretch their limbs, and on returning they found the cars had been moved from the station; we understand the railroad company tried to lose them, but it couldn't be done. The question is, what caused them to remain such a long time from the station? Someone said a certain young lady could answer. 'Tis said, like sailors, they have a girl in every port now, but have finally decided the Baltimore beauties are the best after all. You might ask our friend Hoppman what it feels like to sit on the old front porch up in Canada. Talk about cold feet!

When Columbus started out to discover this old world of ours, he had nothing on four young men of this office, Grewe, Schuch McMahon and Norris, who, with a map of the world and four compasses, not forgetting the beans, eggs, etc., etc., and their canoes, decided to discover Tolchester, by way of Bay Shore and Sandy Beach. They started from Colgate Creek, and with their prearranged stops finally reached their ultimate destination. While at Sandy Beach two of our young friends took a stroll along the beach while the beautiful moon was casting its rays on the Chesapeake Bay, and accidentally(?) met two beautiful girls from Chicago; after a delightful evening it later developed that the girls from the Windy City were doing a windy act as headliners at the Palace Theatre in our City of Baltimore. Try again, boys. The four young men are awaiting Carnegie medals, as it was their good fortune to save a man from drowning who had fallen from a launch. You would be surprised what wonderful dishes can be made of beans and eggs. McMahon just loves sunburn.

We are beginning to feel at home in our new quarters at the Annex Building, as we now have with us our good friends of the Auditor Merchandise Receipts Department and are looking forward to the coming of the Freight Claim people.

New York Terminals

Correspondent, SARAH ROLMES

"Happiness in Every Box" is what a new candy corporation says of its wares. I would describe this baby as "Happiness in Every Look." Who is she? Helen Longfellow, one and one-half years old, daughter of M. R. Longfellow, yardmaster at West 26th Street Station, New York City.

Mrs. Frances Miller seems to be urging some of the boys here to buy property in Bayonne, N. J. As her home is located there, we wonder whether she is looking for an escort to and from business, or if she has an idea that she'll save car fare. Which is it, Frances?



Helen Longfellow

We recall James Lynch as having said to Frank Santagata, "I'd like to be your boss for about half a day. What wouldn't I do to you!" and Frank's rejoinder, "If you were my boss, I'd quit." Now we find that Frank has been promoted to interchange settlement clerk, with "Jimmy" at the head of the department. Strange things do happen, don't they?

It looks as though we'll soon hear wedding bells ringing for another of our fair sex. Rumor has it that Winnie Loeffler is to be engaged shortly, but we don't know just when.

A. L. Mickelsen, assistant terminal agent, St. George Lighterage, after spending two weeks among the hills of Vermont, says there's nothing like being a farmer. His ambition is to operate a 200 acre farm.

An August 21, M. R. Longfellow, yardmaster, 26th Street, was surprised by Dr. Stork with an addition of a baby boy to the family. Congratulations!



"The proudest moment of our lives had come!"

"It was our own home! There were two glistening tears in Mary's eyes, yet a smile was on her lips. I knew what she was thinking.

"Five years before we had started bravely out together. The first month had taught us the old, old lesson that two cannot live as cheaply as one. I had left school in the grades to go to work and my all too thin pay envelope was a weekly reminder of my lack of training. In a year Betty came—three mouths to feed now. Meanwhile living costs were soaring. Only my salary and I were standing still.

"Then one night Mary came to me. 'Jim,' she said, 'Why don't you go to school again—right here at home? You can put in an hour or two after supper each night while I sew. Learn to do some one thing. You'll make good—I *know* you will.'

"Well, we talked it over and that very night I wrote to Scranton. A few days later I had taken up a course in the work I was in. It was surprising how rapidly the mysteries of our business became clear to me—took on a new fascination. In a little while an opening came. I was ready for it and was promoted—with an increase. Then I was advanced again. There was money enough to even lay a little aside. So it went.

"And now the fondest dream of all has come true. We have a real home of our own with the little comforts and luxuries Mary had always longed for, a little place, as she says, that 'Betty can be proud to grow up in.'

"I look back now in pity at those first blind stumbling years. Each evening after supper the doors of opportunity had swung wide and I had passed them by. How grateful I am that Mary helped me to see that night the golden hours that lay within."

In city, town and country all over America there are men with happy families and prosperous homes because they let the International Correspondence Schools come to them in the hours after supper and prepare them for bigger work at better pay. More than two million men and women in the last 29 years have advanced themselves through spare time study with the I. C. S. Over one hundred thousand right now are turning their evenings to profit. Hundreds are starting every day.

You, too, can have the position you want in the work you like best. You can have a salary that will give your family the kind of a home, the comforts, the little luxuries that you would like them to have. Yes, you can! No matter what your age, your occupation, or your means—you can do it!

All we ask is the chance to prove it. That's fair, isn't it? Then mark and mail this coupon. There's no obligation and not a penny of cost. But it may be the most important step you ever took in your life.

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Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

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☐ Locomotive Fireman	☐ BOOKKEEPER
☐ Traveling Engineer	☐ R. R. Agency Accounting
☐ Traveling Fireman	☐ R. R. Gen'l Office Acc'ting
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ Cert. Public Accountant
☐ Round House Foreman	☐ BUSINESS MANAGEMENT
☐ Trainmen and Carmen	☐ Private Secretary
☐ Railway Conductor	☐ Stenographer and Typist
☐ MECHANICAL ENGINEER	☐ SALESMANSHIP
☐ Mechanical Draftsman	☐ ADVERTISING
☐ Toolmaker	☐ Railway Mail Clerk
☐ Machine Shop Practice	☐ CIVIL SERVICE
☐ Gas Engine Operating	☐ ELECTRICAL ENGINEER
☐ CIVIL ENGINEER	☐ Electrician
☐ Surveying and Mapping	☐ Electric Wiring
☐ R. R. Constructing	☐ Elec. Lighting & Railways
☐ Bridge Engineer	☐ Telegraph Engineer
☐ ARCHITECT	☐ Telephone Work
☐ Architectural Draftsman	☐ MINE FOREMAN OR ENG'R
☐ Ship Draftsman	☐ Stationary Engineer
☐ Contractor and Build	☐ AUTOMOBILE OPERATING
☐ Structural Engineer	☐ Auto Repairing
☐ Concrete Builder	☐ Good English ☐ Spanish
☐ CHEMIST	☐ AGRICULTURE ☐ French
☐ Mathematics	☐ Poultry Raising ☐ Italian

Name _____
Present Occupation _____ 7-26-19
Street and No. _____
City _____ State _____

We take this means of extending our sympathy to Francis and William Duffy in the death of their uncle, John Duffy, on September 6. He was one of our veterans, having been in the service for almost 35 years. The greater part of this period he served as gateman and rendered faithful service during his employ.

F. W. Garlichs, our able accountant, after 16 years of service, has resigned to go into business for himself. We all sincerely hope that he will have the best of luck and a huge measure of success. That "Fred" will be greatly missed from our organization, goes without saying.

Staten Island Lines

Correspondent, G. F. Goolic

"Alec" Conley, road foreman of engines, lost three days of his vacation procuring a driver for his new Essex. He can run anything that you don't have to steer, and he has proven it many times. He put steel wheels on the Essex and got classification signals.

Miss Dorothy Reynolds, stenographer and file clerk, Division Engineer's office, has returned from a pleasant vacation at Greenwood Lake, N. Y. "Dot" got a little red paint over her neck and back, and gained 10 pounds.

Pasquale Santoro, chairman, Engineering Department, spent his vacation at Fosterdale, N. Y. "Patsy" had to work hard in the open, and has changed his complexion.

Walter J. Vidler, chief clerk to Division Engineer, has enjoyed his well earned vacation at Walpole, Mass. This is the place for scenery, and a good place for young farmers.



Tompkinsville Force

The accompanying picture is of the force at Tompkinsville Freight House. They are, reading from left to right: John Sikorski, clerk; Harry Van Duzer, agent; Joseph Bloom, clerk; Miss C. Waltman, clerk; Rocco Fenola and William Sikorski, clerks.

Mrs. O. C. Nelson, stenographer to Division Engineer, is now back on the job, after going through a successful operation for appendicitis.

The Employes Mutual Benefit Association is going to hold its annual ball on Saturday evening, October 30, at the Stapleton club rooms. Music will be furnished by Professor N. P. Vice, an ex-trainman. Tickets for gentlemen, 75 cents; ladies, 25 cents. Come along and enjoy the dancing.

Miss Madeline Berry, ticket agent, South Beach, was running for queen of the carnival at that place. The employes took great interest in Miss Berry and were greatly disappointed when they heard she won only second place. But they did not lose any time. The boys secured a big silver loving cup and presented it to her on the day the other cup was given to the first prize winner.

We introduce Bernard Russell, office boy in Superintendent's office (left), Extra Ticket Agents Misses Frances O'Donnell and Helen Barrett. Bernard likes the ladies, as you see he takes care of two.



Harry Bertini and William Knowles

The accompanying picture is of Patrolmen Harry Bertini (left) and William Knowles (right). This picture was taken during a breathing spell after the crowd from one of the Saturday afternoon boats was cleaned up.

Baltimore Terminal Division

Correspondent, C. O. Healy, *Secretary to Superintendent*

The accompanying photograph is of the yard force at Oak Street Yard. They are, left to right: C. L. Hopp, M. Jefferson, and J. Glaser (in charge). The office is run by these three men, who handle all of the work on the entire Belt Line, which covers the territory between Mt. Royal Station and Gay Street.

I. G. Smith, formerly of this office, has commandeered the Locust Point Coal Pier and is handling it in fine style.

We are pleased to note the return of C. E. Fowler, car distributor, after a long siege of sickness.

Effective September 1, C. H. Edwards of this office, assumed the duties of assistant agent at Mt. Clare. His many friends at Camden regretted his leaving, but we are glad to learn of his promotion and the splendid opportunity afforded him for future success. This gentleman has spent 44 years of his life with the Baltimore and Ohio, serving in various capacities, and we are glad to note that his ability is being recognized. We rather envy the Mt. Clare organization on annexing this congenial character to their force.

It may be that Mr. Edwards will think I have informed on him too strongly in divulging the fact that he has been working with the Railroad 44 years, in which event I might redeem him to a certain extent by saying that he is still young enough to buy the ladies sodas and candies, as personally observed, and we hope his new job will not interfere with his nocturnal visits to John Street.



"Three" is no crowd here

"Ed" Myerly, who filled position as chief clerk to division engineer while Mr. Search was on his vacation, seemed to think it was necessary to have Miss Goodman on his side of the desk when he wished to dictate a letter. I don't think his voice is any weaker than that of Mr. Search.

J. H. Rockfort, stenographer of this office, surprised us by presenting the other day, for our perusal, a marriage license drawn up in his name. He left on September 4 for a honeymoon to New York. We all extend our hearty congratulations on his good fortune, and are in hopes his better half will cooperate with us in endeavoring to get him to settle down.

I thought, when it fell to my lot to send a few notes to the Magazine for the Baltimore Terminal Division, that I would have a chance to seek revenge, but it is quite evident, in view of the fact that George Zimmerman is still permitted to use my name in his column, and the Editor accepts notes and cartoons sent from "Abe" Lincoln, that he is not cooperating with me.



Oak Street Yard Force

Mt. Clare Shops

Correspondent, Miss Mollie Albrecht
Secretary to Superintendent

Superintendent of Shops Office

There is a diamond sparkling on the third finger of the left hand of a certain young lady in our office, and we all extend our hearty congratulations. This fair young lady is now very busy sewing, sewing, sewing—and we wouldn't be surprised if there is a vacant chair in our office shortly. We sincerely hope that announcement of the wedding will be given far enough in advance for us to start saving our pennies in time. In anticipating of this coming nuptial, someone was kind enough to notify the Ingersoll-Rand Company, who very courteously sent her a beautiful picture of their industrial buildings which she is requested to hang in her new home (?).

Miss Edna Schaefer, stenographer to the chief clerk, has returned to us after having been off for several days because of illness. Don't say we aren't glad. Just to see Edna merrily tapping away on her machine, makes things seem normal again.

Shop Order Bureau

"Buck" Bannan, our new chief clerk, recently took a trip to Pittsburgh and came back with the astounding news that he knew where to get the "real stuff!" Therefore, before going to Pittsburgh, we would advise anyone with the "unquenchable thirst" to see "Buck." However, whatever "real stuff" he was able to get, it didn't make his hair grow any longer.

Accounting Department

The Accounting Department has a new clerk. and he is no other than one of the crew of the S-5, the submarine that was submerged for such a length of time. This young man was granted an indefinite furlough and has become a railroader. We wish him good luck, and hope that our friendship will grow to the extent that we can perhaps get an interesting article from him for the MAGAZINE.

We announce the marriage of Miss Mildred L. Goetzinger and Warren L. Morgan, each of whom served as secretary to our superintendent. We extend our heartiest congratulations and best wishes. Their home is at present in Zelienople, Pa., where Warren is working with our late superintendent, L. Finegan.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

R. B. White, superintendent, spent his vacation in the West, visiting his parents. J. J. Swartzback, assistant superintendent, was in charge of the division during his absence.

The abnormal run of freight continues and new runs have been inaugurated between Wilmington and Brunswick and between Wilsmere and Jersey City, via the Central Railroad of New Jersey and the Philadelphia and Reading.

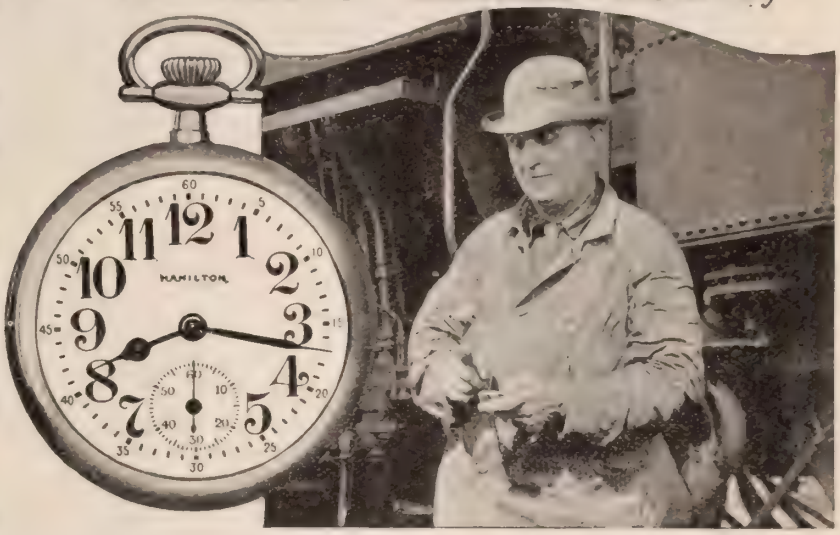
Miss Emma Schleissinger and Miss May Schamel spent their vacation seeing the wonders of Niagara and visiting other points in New York State. Some good photographs of the Falls were taken, one of which is reproduced on the next page.



Robert Howard Peach, son of Edward J. Peach, Chemical Laboratory, and grandson of Edward Peach, No. 2 Machine Shop

Hamilton Watch

"The Watch of Railroad Accuracy"



Engineer F. J. Mink of the New York Central Lines is known as "The Chief" on the New York-Albany run, because he's handled a throttle for thirty-one years. For ten years he drove the Twentieth Century Limited on his division, with the *Hamilton he carries*, and *established an enviable record for running on schedule.*

Are you being handicapped with an inaccurate watch?

THERE'S probably no line of work where punctuality has more to do with a man's success than in railroading. If your particular job must be done to a time schedule then your efficiency record is at the mercy of the watch you carry.

There are two very real reasons why the Hamilton has become the most popular watch among America's railroad men:

Its day-in-and-day-out dependability—its ability to stand up under railroad work and give long years of unvarying satisfaction.

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Write today for "The Timekeeper"

An interesting booklet that pictures and describes all the Hamilton models. Prices are given and they range from $22 ($27.00 in Canada) for movements alone, up to $200 for the Hamilton Masterpiece in extra-heavy 18k gold case.

HAMILTON WATCH COMPANY, *Lancaster, Pennsylvania*

John J. Publow, chief clerk, has resigned to accept a position in the Traffic Department of an industrial corporation. He was presented with a Masonic ring and chain by the employes of the office, as the expression of their esteem and appreciation of him as chief clerk. D. M. Shawen made the presentation speech. Mr. Publow leaves the service with the good wishes of those who worked with him.

Wilmington

Following the promotion of our freight agent, E. B. Rittenhouse to terminal agent at Philadelphia, the office force here assembled in the room of the chief clerk and were presented to their new agent, A. D. White, formerly of the Baltimore offices. In the introduction of Mr. White to his new office forces, Mr. Rittenhouse made a very appropriate review of the qualities and work of the subordinates he was leaving, and gave his hearty assurance to Mr. White that the same loyalty and excellent work on their part would, without question, be his portion from them also. His remarks were well received and heartily applauded.

Mr. White followed him with a happy expression of his appreciation of the feeling manifested toward him, giving a manly, straightforward talk outlining the principles of his policy regarding future relations with



Sand-witches for two!

the office forces and the conduct of the heavy business handled by the Wilmington offices. His little speech was heartily applauded and was followed by remarks by Charles W. Hamilton, assistant cashier, on behalf of the employes here.

Mr. Hamilton gave expression to the deep regret of the entire force here at the necessity of parting with Mr. Rittenhouse, who had endeared himself to each one during the many months of close association and cooperation in exacting and trying periods of freight work. Their regrets were, however, tempered by the thought of the manifest approval of our Company in their selection of Mr. Rittenhouse for so important future work. To Mr. White the office forces heartily gave their loyal support and fidelity with the assurance that they were Baltimore and Ohio people in all the sterling qualities that this expression conveys.

A. D. White, the newly appointed agent, commenced railroading as an operator for the Pennsylvania Railroad in Delaware in the Spring of 1893. Leaving that company in May, 1902, he went to Wyoming with the Union Pacific. Here he worked as operator and manager of the Relay office of that road until 1905. From there he went with the Salt Lake Route in Utah as joint railroad and express agent in a copper mining camp, where his practical agency work began. Later he went with the Southern Pacific Lines in Louisiana as joint agent at Lake Charles from October, 1914, to April, 1918. During the consolidations of agencies brought about by the war, he was sent to a three-line agency in the lumber shipping belt of Louisiana; from there with the Santa Fe in Texas, coming East in 1919 with the Baltimore and Ohio as relief agent, assistant traveling auditor and car service agent on the recent drives for prompt loading and unloading of cars.

The selection of Mr. White for the important post of the Wilmington Freight Agency is a distinct accession to the city, because of the character of his services to its shippers, and a fitting compliment to him.



Lillian and Mary, daughters of machinist George M. Harrigan, Riverside Shops

Pier 22, Philadelphia, Pa.

The accompanying photograph is of two bells of the Cashier Department, Pier 22. They are, left to right: Miss Edith Berkowitz and Miss Anna McKinley. The picture was taken while they were enjoying their vacation at Atlantic City.

Trainmaster's Office, Riverside

Correspondent, Miss Martha V. Fox

Ask Miss Poyner where the "Gretna Green" of Maryland is. Wonder how she knows about it?

Why is Miss Shipley so interested in the Baltimore Division baseball team? We don't know whether it is the games or the players. We think it is the second baseman.

Mr. Cannon, our road foreman of engines, has returned from his vacation, with a pair of sun-burned legs instead of a string of fish.

Miss Helen Feezer has asked for a leave of absence account of ill health. We hope she will recover and return to us soon.

"Daddy" Gaither is now spending his vacation at Betterton. We miss "Daddy's" cheery smiles and wonder whether the blue cap is attracting many fish.

Our circle is not complete without Mr. Hoddinott. We hope that the missing link will soon return.



Niagara Falls

Washington, D. C., Freight Station

Correspondent, W. L. Whiting, *Chief Clerk*

The person who travels toward Washington from the North, West, or East and fails to notice that he is approaching that city, is indeed afflicted with an unfortunate blindness. Our new sign, "THE BALTIMORE AND OHIO RAILROAD FREIGHT STATION," in large black letters on a white ground, the work of our artistic department, can be seen for many blocks. It welcomes the traveller to our beautiful city. But this is not all of the decoration that we have received recently from the hands of "Joe" Young and his corps of assistant artists. All of our buildings have received coats of paint on the outside, and the attractiveness of this decoration goes without saying. We are promised that the inside of our offices will also receive a new "coat of many colors." All spick and span in our new clothes, we shall be in fine condition to welcome the coming of the inaugural ceremonies of President (?) next March. The improvement in appearance is a credit to the men who have done the work.

Freight Agent Fisher and Assistant Agent Hill have succumbed to the inevitable—each has purchased an automobile. If there is anybody in town who is getting more real enjoyment from his "buzz-wagon" than these two, we beg him to step forward with his photograph. Mr. Fisher's machine is a five-seater—which is perfectly correct, he is a large family man—but Mr. Hill's is a two-seater. Is there any significance in this? There may be not, but Mr. Hill is a good looking young bachelor (at present) and some of us are reminded of that old song, "A Bicycle Built for Two." Both Mr. Fisher and Mr. Hill experienced some excitement when they started in to reckon with the powers that be in Maryland in order to obtain a Maryland license; however, the little red and white tags are hanging on the backs of the machines and so far everything has gone along beautifully. Although the adventurers have taken many trips, no banks have been jumped nor trees uprooted.

The little god of love took it upon himself to fly right down into our delivery shed and strike the heart of Tallyman E. J. Quinn, who immediately became tired of single blessedness and persuaded Miss Katherine Smith to take compassion on him and become Mrs. Quinn. The ceremony took place on August 24, and Mr. and Mrs. Quinn took an extensive honeymoon trip through the State of New York and on to Niagara Falls, following the shores of Lake Erie to Toledo and other points in Ohio. The best wishes of his co-workers are extended to Mr. Quinn and his bride.

Many of our forces have enjoyed vacations during the summer, and have returned with renewed vigor to prepare for the coming busy season. Indications already point to a resumption of old-time activities. Let them come! We are prepared to meet any emergency and to uphold the prestige of the good old Baltimore and Ohio.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
R. G. Allamong, *Secretary, Y. M. C. A.*
Ruth M. Cheuvront, *Office, Mechanical Engineer*

The back pay checks for June and July were distributed on September 1. All those who heeded the advice of our good friend, Mr. Haulenbeek, to salt it down for future use, raise your hands.



One of Cumberland Division's fine track crews

Mister D. S. Patcher, who's been a-writin' sech amusin' artickles an' letters fer the MAGAZINE an' simplifyin' his spellin' in sech a unique way, tells me that he's jes' got back from his vacashun in Texas. (Does he mean Texas, Md.? That's a pretty little spot fer a vacashun.) We've missed his letters considerable, an' now that he's back again, we be expectin' to hear a lot more from him.

Wilbur Hardy, section foreman on Section 27, has a large gang of Mexicans working for him. Now he can tell them what he pleases an' he won't understand them when they "sass" him back.

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

We wish to introduce Miss Amy Jewel Alexander, daughter of Treating Engineer and Mrs. J. C. Alexander, born on August 12, at 8. 30 a. m. (Note: We have it from J. C. A., a member of the Tigers, that Amy is a fan already. She bawls for some one to catch-er, always makes a hit at Home, puts up a holler if she is put out.) Anyway, Mrs. Alexander says Amy is a Jewel.

Treating Engineer E. S. Crawford, who was recently granted a leave of absence because of ill health, writes from his home in New York that his health is much improved and that he has been offered a lucrative position with the New York Central lines, near his home, which he has accepted. We regret that Mr. Crawford will be unable to return to the plant.

An excellent section crew, working in the vicinity of Green Spring. Left to right: H. W. Davis, George Whitacre, Ray Twigg, S. L. Holland, Robert Nelson, George Smith, J. N. Wagoner (foreman), T. McAtee, W. Gross, C. Wilson, J. W. Chaney, A. B. Conner, H. C. Twigg, H. C. Piper; picture above.

There is another auto in the village. For further particulars see "Will" Grove.

A. E. Irving, formerly connected with the plant, has returned to the service. Mr. Irving has been filling Night Foreman Allen's position during the latter's illness.

Wilbur Mayhew, retortman, has requested a transfer to Cumberland Yard, where he has secured a batter paying position. We regret that Wilbur found it necessary to make the change.

C. G. Worthington, a Cornell student, who has been at the plant during the summer, has returned to his studies.

"As fine a crew as ever hit the ties" is the title given to the accompanying photograph. They are, left to right:

Front row, sitting: C. L. Kittle, Seymour treating inspector, Roy Keiser, C. H. Haines, Howard Adams, A. G. Haines.

Second row, standing: E. A. Hott, H. E. Gulick, C. L. Landes, O. R. Landes, H. S. Roach, "Tom" Long, (Rev.) Z. J. Powers, E. A. Kline, Elwood Wagner.

Third row, sitting: Grant Kesner, J. I. Boone, J. W. Kenny, Tice Duckworth.

Back row: C. W. Parsons, R. G. Stewart. W. E. Landes, P. C. Kenney, W. T. Lichliter, W. J. Shanholtz, E. D. Robinson, A. H. Broome.



"As fine a crew as ever hit the ties"



Send No Money

Snap this bargain up right now before it is too late. Only limited quantity. Amazing underwear bargain. Greatest offer ever made. **Two Guaranteed $4 Each, Wool Unionsuits $5.75.**

Save big money on your underwear. Send postcard or letter today—this very minute, for these 2 beautiful perfect fitting heavy weight gray elastic rib unionsuits. Full cut. Seams reinforced and overcast. **Send No Money**—pay only $5.75 on arrival, no more; we pay delivery charges.

We Guarantee to refund your money if you can match these 2 wonderful **wool** unionsuits for $8.00. Order this amazing bargain this minute before it is too late. Just give name, address and breast measure.

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For Rainy Day Wear

Two styles of medium length coats especially adapted for railroad men. No. B421 fitted with *Reflex edges* that stop the water from running in at the front, and No. B411 fitted with Brass Clasps and Storm-lap.



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Dealers Everywhere

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TOWER'S FISH BRAND

A. J. Tower Co.
Established 1836
Boston, Mass.



Camp Car Crew, Martinsburg
Left to right: J. W. Wellingham, leading laborer; Floyd Braithwaite, carpenter; W. Ginn, carpenter and Walter Brown

We have only three games to report for the Cross Tie-gers since last issue: August 14 at Romney, winning 9-6; August 18, Romney at Green Spring, losing to Romney 11-9; August 29, Green Spring at Cumberland. The Tie-gers played the poorest game of the season this time and allowed the crack Liberty Athletic Club to shut them out 6-0. This is the first time they have been shut out this season. This was due to a crippled team, some of the regulars being unable to appear in the lineup.

John Carter, father of J. S. V. B. Carter, died at his home in Springfield on August 7.

Martinsburg Shops

Correspondent, W. L. STEPHENS

Miss Ella Catherine Mosier, daughter of Engineer and Mrs. Alexander Mosier, and Arnold Aldridge Wedd, of Pittsburgh, were married at the home of the bride in this city. Mr. Wedd is rating clerk in the Baltimore and Ohio offices at Pittsburgh.

Charles Henry Davis, assistant to foreman of Frog Shop, and Mrs. Grace E. Bowie, were married on September 6 at the home of Mrs. Louis Zachow, a sister of the groom, at Baltimore, Md. "Charlie" is back on the job all smiling and happy and doesn't seem to mind the grinds of congratulation. Oh, well, the boys will have their fun.

Cumberland Young Men's Christian Association

One of the most beautiful floats that have ever been seen in the streets of Cumberland in parade was a gondola built by B. R. C. of A. in the new car shops at Cumberland, under the supervision of H. W. Gano. This float was one of the leading features in the Labor Day parade. The new car shop opened here August 1, 1920. The accompanying pictures are of the first two cars that were rebuilt here: in one of the pictures you will see, left to right, H. W. Gano, superintendent of car shops; W. H. Maloney, painter foreman, and C. E. Howdyshell, gang foreman.



Margaret and Charles Wellingham, children of Carpenter J. W. Wellingham

Connellsville Division

Correspondents

S. M. DEHUFF, *Manager of Telegraph Office*, Connellsville, Pa.
J. J. BRADY, *Office of Division Accountant*, Connellsville, Pa.
EARL E. SHANK *Office of Superintendent*, Connellsville, Pa.

W. S. Mason, painter foreman, visited Philadelphia, Riverside and Mt. Clare Shops and reports a pleasant as well as instructive trip.

J. W. McPartland, superintendent of motive power of the Moffet Lines, stopped at this point on his way to Cuba, where he has accepted a position as superintendent of motive power of the Cuban Railways. Mr. McPartland tells many interesting stories of the snow fighting on the Moffet Lines, which crosses the divide at Corona, two miles elevation or the highest point reached by a standard gauge railway in the United States.

A. R. King, general foreman, visited Mt. Clare and Riverside Shops, and the General Foremen's Convention held in Chicago. This is the first leave Mr. King has had in many years and the rest was very beneficial.

Charles Spence, roundhouse foreman, spent his leave of absence at various points in and about Pittsburgh, dividing his time between business and pleasure and visiting a number of shops and factories in the interest of his work. "Charlie" says it is harder to loaf than it is to work.

Lyle Cage, of Somerset, has been made general foreman at Smithfield. His friends wish him success in his new position.

H. W. Wageley, formerly general car foreman of Connellsville Terminal, has been appointed division car foreman of that division with headquarters at Connellsville.

H. Dinsmore, foreman of the Smith Shop, enjoyed a much needed as well as a much deserved vacation. Mr. Dinsmore has been in the employ of the Company for 41 years and this is his first vacation in that time.

At our regular Safety meeting held in the office of Master Mechanic J. F. Long, we enjoyed listening to highly interesting talks made by H. G. Scheck, Safety agent of the Pennsylvania Lines, E. M. Cooney, general mechanical inspector, Pennsylvania Lines, and J. C. Morgan, district Safety agent, Baltimore and Ohio Railroad.

Mary Penn has accepted a position as file clerk in this office.

H. Y. Snyder has been appointed assistant chief clerk to Master Mechanic Long, in place of W. E. Finn, assigned to other duties.

Pittsburgh Division

Correspondents

E. N. FAIRGREVE, *Car Distributor*, Office of General Superintendent
ELMER H. STOLTZ, Pittsburgh Freight Station

We were sorry to hear of the death of Operator H. N. Landymore, which occurred on Sunday, August 23. Mr. Landymore had been in the service since September 23, 1897, and had spent about ten years in "DS" office at Pittsburgh. We extend to his family our sincere sympathy.

L. E. O'Donnell, for many years operator at "DS" office, has been appointed manager of the Telegraph office in place of Mr. Fellows, recently deceased.

John Lloyd, formerly chief clerk to superintendent, Pittsburgh, has left the service of the Company to take the position of office manager with the Philadelphia Gas Company, under Mr. A. W. Thompson.



Scenes of interest from Cumberland's new car shop

C. H. Durant, former assistant chief clerk in General Superintendent's office, has been appointed chief clerk to superintendent.

"Andy" Moore, formerly secretary to Mr. Keegan, has been appointed assistant chief clerk, vice Mr. Durant. We extend to all three our best wishes for success in their new fields.

Conductor J. W. Jones is wearing a pretty broad smile these days. It's a boy, and judging from the way he holds his fists already, he's going to be a prize fighter—at least, that's what we understand from "Jim, Senior."

"Jimmie" Gallagher, "Eddie" Lear and "Mike" Rafferty, all of Pittsburgh Yard, spent a few weeks in the West. We noticed quite a number of cards coming eastward. Although the boys had a splendid time, we missed them and are glad to see them home again.

"Bud" Ryan, office boy in the General Superintendent's office, came to work on September 8 wearing a very sorrowful expression. His grandmother was dead, we understood, and "Bud" had to have the afternoon off to go to the funeral, but—"Babe" Ruth was at Forbes Field and it was no funeral, either. How many other grandmothers were dead on that day?

Our old friend Cupid has again made his appearance in our midst, this time severely wounding our genial stationmaster, "Tom" Drake. A quiet wedding took place on August 31. We extend to Mr. and Mrs. Drake our heartiest congratulations.

"Bill" Leasure, of Mr. Didier's office, slipped one over on us and was quietly married on September 10 and "flew the



Attractive drinking fountain at Glenwood

coop" before the news got out, but—just wait until he comes home with his bonnie bride!

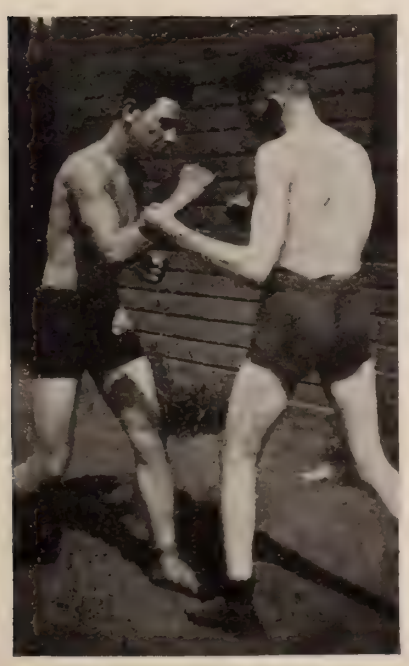
We also understand that "Dan" has been pretty busy around Glenwood Yard, making some pretty good shots at one of our yardmasters, well known as "Bob." We won't mention the other victim, but will permit our readers to draw their own conclusions.

Miss Delahanty has been making a number of trips to Philadelphia recently. We wonder as to the attraction. Mary could, if she would, explain—but she won't.

Robert Presley Scott, Baltimore and Ohio Counsel at Butler, Pa., for 30 years, died at his home in that city on August 12, at the age of 78.

Mr. Scott was born in Fairview, Butler County. He served during the Civil War with Company H of the 78th Pennsylvania Volunteers. After the war he became deputy sheriff under his father at Butler. He studied law and was admitted to the bar in 1869. In 1903-1904 he served as commander of the Pennsylvania department of the G. A. R. He was president of the Butler County Bar Association, and was one of the oldest attorneys around that section.

One of the greatest surprises ever was given us the other day when W. J. Renziehausen, yard clerk, put one over on us by sliding over to Cumberland in company with Anna May Stewart and getting a knot tied so tight that even now he has the audacity to claim he is a married man. More power to him and good luck to the couple in their future. "Renzie" is an old P. & W. head and was formerly in the employ of the general superintendent transportation. He is well known in this section. The newlyweds have taken up their abode just opposite the Braddock freight station and are as happy as two larks in the springtime.



Jarres and Marett—and they do these things, too

Glenwood Shop

Correspondent, FRANK RUSH

The picture of drinking fountain which has been installed at Allegheny shops is a design of Car Foreman Snider. Its workmanship and appearance shows how much interest Mr. Snider is taking in his work. We consider this about as nice as any fountain on the System.

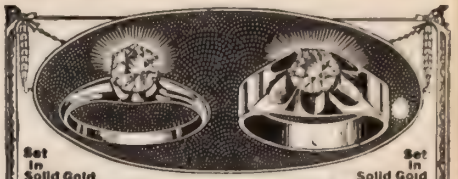
On July 12, a farewell party was given in honor of Sister W. R. May. Sister May is a member of Brotherhood Locomotive Engineers, Chapter 59, and is one of the five remaining members of this old organization. A leather purse was presented to Mrs. May on this occasion by members of the Brotherhood Locomotive Engineers, Chapter 370.

Miss Olga Zukowski, has recently returned to work after being absent a number of weeks because of illness. We were all glad to see her smiling face back in the office.

Miss R. C. Winn has been transferred from the Stores Department to the position of private secretary in the Superintendent of Shops office.

Miss Elizabeth Passmore has been transferred from Superintendent of Shops office to Master Mechanic's office as stenographer. She is succeeded by Miss Olga Zukowski.

The accompanying photograph is of Frank Jarres, left, and David Marett, right, employes of Stores Department at Allegheny. Both are featherweight boxers.



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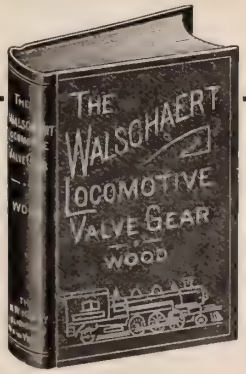
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Carl Nuzum

As we expected, Vincent Gisbert, pipefitter in the roundhouse, has taken unto himself a wife. We wish him success and happness.

It was with regret that we learned of the serious injury to William Seenay, first baseman on the ball team. All at Glenwood express the hope that his injury will not be serious.

J. S. Temple is back again at Glenwood, from which point he started; this time he comes as foreman. We wish "Jess" success in his new position.

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton, W. Va.

Mary C. Leeds, *M. P. Clerk*, Grafton, W. Va.

The little beauty seated in the rustic chair in the accompanying photograph is Miss Mary Joan Limbers, the granddaughter of our faithful material man, W. E. Hodel. We think Miss Mary Joan should be elected an honorary member of the Baltimore and Ohio Veterans' Association, because she's a really and truly Baltimore and Ohio baby as shown by the following record:

Granddaughter of W. E. Hodel, Baltimore and Ohio employe for 36 years; granddaughter of Anthony Cannon, a Baltimore and Ohio engineer of long standing, now deceased; niece of two Baltimore and Ohio machinist helpers; last but not least, the great granddaughter of that well known deceased engineer, "Uncle Buck" Williams, who served the Baltimore and Ohio from boyhood to old age.



Mary Joan Limbers

The accompanying photograph is of Carl Nuzum, the official cartoonist of this division, who sent the cartoon of the Girls' Swimming Club which appeared in the September issue.

C. W. Van Horn, superintendent, has been promoted to superintendent at Cumberland, Md., vice J. W. Deneen. Mr. Van Horn came to the Monongah Division from New Castle, Pa., where he was superintendent, and has been acting in that capacity over the Monongah Division for two years. He was born and reared on the old Monongah Division, was trainmaster at Clarksburg and superintendent of various Baltimore and Ohio divisions from time to time. His transfer to Cumberland comes as a distinct promotion. It is with regret that the Monongah Division loses him and all wish for him abundant success in his new field of labor.

B. Z. Holverstott, assistant superintendent to Mr. Van Horn, succeeds him as superintendent on the Monongah Division, Mr. Holverstott has gained recognition as



The late J. M. Cassell

a capable directing head and leader of railroad men. He has risen from the ranks, having served as trainmaster on the Ohio River Division, was chief clerk to a former Monongah Division superintendent, and trainmaster at Cumberland.

James McClung, trainmaster at Clarksburg, succeeds Mr. Holverstott as assistant superintendent. Mr. McClung has served three years as trainmaster at Clarksburg and is well known, numbering his friends here as many as those in Grafton. The promotions of Messrs. Holverstott, Van Horn and McClung are received with great pleasure by their many friends.

Because of the efficient supervision of Division Engineer A. H. Freygang and his corps, it was possible to operate the large Mallet engines between Grafton and Fairmont on August 30.

Our chief clerk is wearing a smile that won't come off. The stork left another fine girl at his home on August 23.

Several of our boys have been granted furloughs to attend school. Among the number are: Machinist Helper Leo Hodel, who is commencing his third year at St. Charles College, Baltimore, Md.; J. J. Pendergast, Jr., electrician helper, a third year student at St. Bonaventure College, N. Y.; F. M. Hollis, Jr., electrician helper and E. M. Clark, who begin their collegiate course at West Virginia Wesleyan, Buckhannon.

Painter Foreman S. S. Wolfe and his corps of workmen are decorating the interior of our roundhouse by whitewashing its side walls and ceiling. This is a decided improvement to our large, well-heated and lighted and finely equipped building, with its 22 stalls, of which we are justly proud.

J. P. Hussion, general foreman, returned from a pleasant trip to the seashore and eastern cities.

H. M. Casteel, machinist helper, reports a "glorious time" spent in Buffalo and Canada. Judging from the post cards sent to his friends, while in Pittsburgh, he found "cheap board and a good night's rest" in the massive building owned and managed by Pittsburgh and the city officials. Oh! "Happy," we didn't think this of you!

Erecting Shop Foreman J. E. Wren and Roundhouse Foreman G. A. Haislip are on the job with smiling faces and dreamy expressions in their eyes. They are anticipating a joyous vacation to be spent in "Little Old New York" and Atlantic City. (Boys, beware of the naughty girls.)

Congratulations to the following:

G. W. Moore, machinist, and Miss Elva McDaniel, stenographer, Freight office, whose marriage was announced early in August.

J. H. Shingleton, boilermaker, and Miss Alma Clare Ridenour, who surprised their friends by taking a flying trip to Oakland, Md., returning as bride and groom.

William Shanley and Miss Mary F. Coulehan, whose marriage took place August 11 at St. Augustine Catholic Church. Mrs. Shanley has been the efficient stenographer in the Storekeeper's office for more than one year, and by her amiability and obliging disposition she has endeared herself to not only her office associates but to all whom she meets.

Ohio River Division

Correspondent, Miss M. M. Moore

The siding at Ann Street Station for parking Pullman sleepers has been completed. This is a great convenience for passengers, who can now board their cars for Clarksburg, Charleston and Pittsburgh.

A. B. Armstrong, former maintenance of way accountant, now with the "Rig and Reel," has been made assistant editor of the *Plant Paragraph*, their monthly magazine.

The drive is on for more car miles per day. We have been making a most favorable showing: in May our high figure for one day was 54 miles, June 43 miles, July 56 miles, August 45 miles, and we expect to average 45 miles per day in September. Everything is being done to keep cars moving.

The Wood County Fair, held at Parkersburg, September 6, 7 and 8, was a great success. The Baltimore and Ohio forces all had an opportunity to attend on Labor Day.

John Rood, Superintendent's office, is enjoying a much needed vacation in the West. It is rumored that he will leave us shortly to take up the study of music. Tra-la-la, tra-la-la!

H. E. Liggett, fuel performance clerk, has resigned to enter a Kentucky college.

"Silent" Frank Thomas, Auditor's office, stopped off between trains the other day. Mr. Thomas is the chief of the Bond Bureau.

General Foreman A. H. Tanner, Low Side Shops, has been promoted to the same posi

tion at Fairmont. Mr. Tanner made many friends while on this division.

The new material bins have been completed at High and Low Side Car Shops. They are a great improvement. Material is now assorted and stored in the various bins and presents a neat appearance.

The vegetable train has had a very heavy run of business this year. This train consisted of about 30 refrigerators daily and was due to leave Parkersburg at 6.00 p. m. for the Pittsburgh markets.

Painter Foreman Wolfe and his force have just completed the job of painting the Ohio River Bridge. They have had excellent weather for their work and no one fell off the bridge this year.

The oil industry is rapidly growing all along the division; however, Chief Dispatcher Casper has had hard luck and his last three wells have been dusters. Relief Agent Wheeler hit oil near Linden. It promises great returns. Ticket Agent "Jim" Jones, Ann Street Station, has a big well in Texas and left the other day to inspect his holdings.

The new industrial track for the Rig and Reel Company has been completed. The track is 1531 feet long and connects with the new factory recently completed. The Rig and Ree Company has an electric crane over this track, which is of mutual benefit in the loading and unloading of cars.

The St. Marys Button Company, St. Marys, W. Va., which manufactures pearl buttons from clam shells, has enlarged its plant and increased its track facilities in order to handle their rapidly growing business.

Charleston Division

Correspondent, M. W. Jones, *Secretary to Superintendent*, Weston, W. Va.

$4,500,000

Did you ever see so much money? Guess not. But that is what it costs the Baltimore and Ohio Railroad to pay for lost and damaged freight in a year and that is the reason why we have a Freight Claim Prevention Committee on each division, to see if we cannot reduce this amount to at least a reasonable figure. Naturally, as long as there are railroads there will be claims, but if we make up our minds to do our share, we can reduce the money loss very materially.

Our meeting of the Freight Claim Prevention Committee was well attended on August 27 at Weston. Many items of interest were brought up, and new ways and means for reducing claim payments thought out. Bad marking and packing is one of the worst sinners we have to contend with. Mr. Glessner says, "Start the freight right, and that is half the battle." Superintendent Trapnell made a vigorous speech at the meeting, and requested renewed activity all along the line of claim prevention. Handling of explosives came in for a good share of attention, as also did the handling of live stock, with special reference to overcrowding, dead animals loaded in cars, etc. It is very important that such facts be noted on the billing and the live stock contract. Care in doing this will avoid claims. Careful checking of weights will protect the Company's revenue. DO YOUR PART AND SAVE CLAIMS.

Be a Safe employe all the time, on duty or off duty, and by your example do what Fireman G. L. Nicholas tells us to do, in a very excellent paper presented at our last Safety meeting, "It is safer to be an employe or patron of the Baltimore and Ohio than of any other industry in the world."

We hear that one of the young ladies in the Superintendent's office (names no fair), is very anxious to take dancing lessons. Any young and eligible bachelors may apply, and receive consideration, provided excellent references are furnished. "No triflers need apply." Here's your chance, boys, come early and avoid the rush.

Superintendent Trapnell and his wife have returned after their vacation. Both reported a most enjoyable trip in the district of the Great Lakes, Buffalo and Niagara Falls.

Miss Madge Hinzman, of the General Foreman's office, and an enthusiastic member of our Safety committee, says she spent her vacation on the front porch at home. Maybe so, but one day looking from our windows we spied her coming into the station by the back way, with a lunch basket, which certainly contained enough for two, heading in the general direction of Pickens. Why?

President Willard, accompanied by Vice-Presidents Galloway and Fries, General Manager Ennes and other officers recently made an inspection trip to Richwood and Elkins. Superintendent Trapnell, Division Engineer Brooke and Road Foreman Marsh acted as "guard of honor," while Engineer Pickens had the honor of pulling them over the Gauley line. It was regretted that the hour of their arrival did not give them an opportunity to see our division offices, but we hope they will come again and see them.

A meeting was held a short time ago by a number of employes from the division offices at Weston, with a view to forming the Baltimore and Ohio Charleston Division Social Club. Temporary officers elected were: M. A. Walus, chief clerk to the division accountant, as president, and Miss Viola B. Hickman, secretary. It is proposed to hold a general meeting shortly at which time definite plans will be made for the organization of the club, and its program for the winter outlined. Much good from a "get together" standpoint will be accomplished by this club.

D. D. Nicholas, water inspector for the Charleston Division, recently passed his 28th anniversary in the employ of the Company. We hope that he will be with us for many more years.

We note that some good work is being done on the south end in the interest of miles per car per day. Recently we noted a car placed at Sirk Mine, 19 miles south of Gassaway, in the morning, loaded with coal and brought back to Gassaway at 1.30 p. m. On August 25, a car of merchandise came out of Charleston to Frametown, distance 83 miles. It was unloaded same evening, loaded with staves, and moved on its way on the following morning. Still another case was on August 30, when a merchandise car moved from Charleston to Clay, 52 miles, unloaded, reloaded, and returned on the same engine early on the following morning, giving 52 miles each day. This shows that our boys on the division are after the CAR MILES, and that if each one does his part we can easily pull our miles up to the figure Mr. Willard is fighting for.

We have before us a note showing that Conductor Foy, on the south end, is displaying a very commendable interest in the car mile question, and that a large number of cars he brings out are released the same day and get a double movement on his return trip. We congratulate him on his good work, and we understand now why in the "Famous Sayings of Famous Men on the Charleston Division" Trainmaster Nicholas says with pride, "There are no cars delayed on *my* district."


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We are pleased to note Gassaway shop holds second place on the Safety Honor Roll for June, having worked 53,862 hours without an injury. Mr. Baldinger, our master mechanic, has reason to be proud of his record and we are too, because we have a number of his best men on our Division Safety Committee.

In looking over our notes, we see that we have omitted up to the present to make any mention of C. E. Rozzelle, assistant division engineer. Mr. Rozzelle is one of the most eligible and popular bachelors of Weston, and at the same time a real "matinee idol" with all the girls. In addition to this he is a staunch supporter of Governor Harding, and with all these qualifications, we must frankly admit we are at a loss to understand why he remains a bachelor.

G. F. Anderson, formerly discipline clerk, now of Baltimore, has entirely recovered from his illness, and paid us a visit a few days ago.

We are sorry to learn that the young son of Dispatcher C. H. Carpenter has scarlet fever; also that the wife of Machinist L. S. Sanders, of Gassaway, one of our foremost safety workers, is ill in Tennessee. The best wishes of all of us are extended to both young Dispatcher Carpenter and Mrs. Sanders for prompt recovery.

Among recent changes we note Mr. Stillings is now night operator at Gassaway, and H. L. Mullins at Weston. Agent Friend, formerly of Midvale, has Gassaway in good shape and is getting settled down in his new home.

The streets of Gassaway at present are being asphalted. While the process is a little uncomfortable while it lasts, the results are certainly well worth while. After the work is completed, Gassaway—a pretty little town, laid out in the valley and with mountains on all sides—will be an ideal spot.

The photo which accompanies these notes is that of Miss Sylvia Miller, stenographer to the Car Distributor, and one of our popular Weston girls. We don't know



Miss Sylvia Miller

whether Miss Miller is making more progress in learning how to distribute cars or check baggage, but we *do* know which she is most interested in

Relief Dispatcher Mullbourne is at present in Weston, relieving Dispatcher Mason. After "Al" returns, he will go to Gassaway to relieve Dispatcher Carpenter. There will be many sad hearts in Weston, we know. "FX" is quite popular with the fair sex wherever he goes.

W. C. Boyer, for some time past claim agent at Weston, has been transferred to Chicago, for which city he left about a week ago with his wife. Mr. Boyer was one of our most popular men in Weston, and he will be missed. The best wishes of all of us for his continued success go with him. He is replaced here by John Workmeester, well and favorably known to us all.

D. S. Westfall, for some 30 years in the employ of the Company, as trackman and foreman, has been appointed Supervisor of the district vacated by Mr. Straw on the Elk Line. Congratulations!

We are pleased to report that Mrs. E. L. McCray, secretary to Assistant Superintendent Kinton, has entirely recovered from an operation for tonsilitis and is back at her desk.



Force at Coal Billing Office, Holloway

J. W. Green, formerly traveling auditor of the Western Maryland Railway, has been appointed joint agent at Elkins, vice C. H. Alderton, resigned.

Miss Floy Yokum, of Elkins, has accepted position of secretary to the division engineer, vice Miss Spradling, resigned.

In closing, don't forget the CAR MILES, boys. We are out for a record for the Charleston Division, and we need the wholehearted support of every one of you. Do your bit, and the results will speak for themselves.

Wheeling Division

Correspondent, A. N. Gantzer

Benwood Shop

Correspondent, Angela Applegate

The accompanying picture is that of the force of the Coal Billing office at Holloway. From left to right: C. H. Harris, agent; J. S. Stamm, the boy with the divine smile; C. N. Marple, who some day hopes to be sales manager of the Camel Cigarette Co.; E. N. Skaggs, Miss Francis Perkins, H. W. Bendure, D. M. Hunter, Miss Henrietta Perkins and last, but not least, Miss Nellie Persons. This a jovial bunch and we know that when you visit Holloway you will receive a hearty welcome.

See also the picture of the Holloway wreck train. First, on the left, we have "Jim" Welsh, cook. When "Jim" mixes his good humor with his tasty dishes, the crew has a meal that is "fit to set before the king." Note also the flowers blooming in the cinder beds. These are planted and tended by "Jim"—and he keeps the inside of the coaches in the same apple-pie order as he does the grounds. This is not an easy task, but "Jim" enjoys it.

On "Jim's" left we find Mr. Hickenbottom, trainmaster, Monongah Division, and "Bill" Mitchell, division Safety agent. These two generally happen to be around when we take pictures.

Next is Car Foreman M. Stevens, who would go a long distance in order to be snapped in a picture along with General Superintendent Scott, who stands beside him. And Mr. Scott is proud of this "firing line."

J. B. McCullough, steam crane engineer, would have felt more at home if the steam crane had been a little closer. Standing next to him, on the end, is Wreckmaster L. J. Frizzell, who knows how to get to the wreck train when he hears the whistle. He and "Jim" are great pals in keeping the train and its surroundings in good condition. They think it worth while.

Miss Rhea Horan has resigned her position as enginehouse clerk to take up her new duties of darning socks, mending silk shirts and other minor jobs which as industrious wife should perform. The wedding of Miss Horan and Mr. Edward Morningstar was a pretty event of September 15 at the St. James Catholic Church. Miss May O'Malley and John Heagar were the attendants. The bride and bridesmaid were attired in pretty suits of dark brown. The happy couple are at the present time residing with the bride's parents and will later make their future home in Wheeling. Mr. Morningstar is employed by the Nolte Bakery Company of Wheeling. We all joined in wishing them a happy future.



General Superintendent Scott and Holloway wreck train crew

The following Wheeling Division engineers have been commented for having 100 per cent. or over in their fuel performance for the month of August:

R. C. Bethel, Craig, I. H. Biel, E. Rude, T. W. Tomson, Robinson, Parmenter, I. A. Hall, G. E. Tribbett, J. C. Moore, Nease, McCoy, W. F. Hunt, D. O. Bethel, McCarty, G. Gorrell, J. M. Hall, C. P. Berry, W. S. Brookover, P. E. Chaddock.

We are going to see just how many names there will be in this column next month.

Bernard Helfer, cashier, Martins Ferry Freight Station, is all smiles. Bernard, Jr., arrived on August 19. B. L., Sr., is proud of the new addition to the family but his attention is called to the following:

"When you walk the floor with baby,
In a night crooning song,
Be thankful you're not in Greenland,
Where the nights are six months long."

C. M. Shriver, trainmaster on the C. L. & W. District, has been appointed assistant superintendent, Baltimore Terminal Division. We are sorry to lose Mr. Shriver but we are glad to hear of his promotion. His successor has not yet been named.

"Tommy" McMahon, our efficient messenger boy, had to resign to return to school. We hope to get him back some day.

L. H. Allen, roundhouse clerk, while on his vacation, met with a mishap when he got his ankle and arm broken in a street car accident at Fairmont. Here's wishing him a speedy recovery.

Walter Zipperich, local machinist helper, is all smiles. He says the youngster can say anything and is almost as big as himself. We agree with him he wouldn't have to grow much. Mrs. Zipperich will bere membered as Miss Hazel Ritter, of Benwood, W. Va.

Gregory Murphy and Miss Irene Kelly were married on August 17. Congratulations "Greg!"

Western Lines

General Offices, Cincinnati

Our sympathy is extended to Harry Duncan, chief clerk to superintendent motive power, on the death of his father.

H. K. Lett has resigned his position as traveling car agent on the Southwest District to accept a position as yardmaster on the Toledo Division at Dayton. Our best wishes accompany Mr. Lett for further promotions.

W. A. Radspinner, supervisor operating statistics, spent his vacation at home canning peaches.

Ralph Buzek has just been employed in the General Superintendent's office as assistant file clerk, vice J. F. Diver, resigned.

B. F. Timme, statistician, General Manager's office, has just purchased a new car. "Ben" says it is running a little stiff now but as soon as it loosens up he will take us all out for a ride.

Our sympathy is extended to Superintendent Motive Power Malthaner and family in the death of his father. Mr. Malthaner was 82 years old.

Have noticed that the general office mail man has established another new stop in the transportation department, mainly to collect mail, and he seems disappointed if he does not get at least two or three letters on each trip. We have come to the conclusion that the young lady, who is at the botton of all this, is doing her part in the betterment of the U. S. by making some one or ones happy. How about it, Gladys?

Someone please advise why Miss Stutter is collecting "War Cry's."

We congratulate J. E. McKibben, chief clerk to district engineer, and wife, on the arrival of a baby boy at their home.

Our sympathy is extended to Stenographer F. A. Slaline in the loss of his mother.

R. T. Everett, building engineer, who broke his leg on March 24, is recuperating very rapidly. He is now able to go about with a cane.

Office Engineer E. J. Southerinton is now spending many sleepless nights. The stork recently visited his home and left a baby boy. Congratulations E. J.!

Recently coming home at a late hour from a party on Price Hill, Frederick Long, of the Engineering Department, fell asleep and rode around twice on the Price Hill car. When "Fred" goes out now he carries a sign on his hat "Let me off at Fifth and Walnut."

Our sympathy is extended to C. O. Mederet, statistician, Engineering Department, in the loss of his father.

Assistant Engineer James P. Ray has now taken up the study of Archaeology. After working hours Mr. Ray spends two or three hours looking up old relics. He is now digging up the banks of the Miami River at Bridge 19-95 looking for old Indian skulls.

C. E. Catt, chief clerk to division accountant, Seymour, has opened up a temporary office at Cincinnati, making a recast of the payrolls on the Southwest District. The following clerks have been assigned to duties with Mr. Catt: Robert Jefferies, transportation timekeeper, Flora; Miss Bertha Feagans, transportation time clerk, Seymour; Frank O. Conn, transportation time clerk, Dayton; Charles A. Conner, transportation time clerk, Chillicothe, and Clerks Herbert Bell, Clifford Harker, Mrs. Alice Pettit and Mrs. Faythe Buck.

H. H. Bell, clerk in temporary office of division accounts, has resigned to enter Harvard Law School. Our best wishes accompany him. John Soudrette has been employed to fill the vacancy.

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

We are glad to announce that "Red" Moeller, our first trick abstract clerk at Elmwood, is convalescing from an operation wherein he had a troublesome set of tonsils removed. We, however, are inclined to believe that in reality "Red" had his head operated on, as the following incident would either require a vast amount of nerve or a bad case of insomnia. One afternoon recently "Red," unheralded but perfectly decorated, with a young lady clinging to his arm holding a beautiful silk parasol over the crimson-headed boy, walked by the yard office at Elmwood. The crowd was breathless for a while but soon broke out, greeting our fellow countryman with "Hello Red, do you like to walk?" "Are you afraid of getting sunstroke?" and "Can you stand alone?" "Red" made every effort to quiet the outburst with a gesture from his unoccupied hand, but with no avail, and when last seen on this sunshiny day, he and his lady friend were standing on the bridge gazing into the silvery waters of beautiful Mill Creek.

The men on Toledo Division, particularly those at Elmwood, were very sorry when the "Red Front Restaurant" proprietor hung up a sign "Closed" for three days. The delicious meals furnished by our friend "Lake" are beyond description and we know one fellow that makes Elmwood regularly at noon so he can take advantage of "Lake's" cooking and service. If you don't think we are right, try it out yourself.

Frank Goehle has taken a position with Agent Hathorn at Hopple Street. Ross Kane will succeed Mr. Goehle as chief yard clerk at Brighton.



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$2000 to $5000 now being made by good men by wearing and taking orders for the famous Lincoln made-to-measure clothes. No experience needed, we teach you and furnish free equipment. Write today!

Roy Seyferrle, yard clerk at Oakley, surprised the employes of Cincinnati Terminals by announcing his wedding, which took place on September 15, after which Roy and "Mrs. Roy" made a two weeks trip to the northern part of Ohio.

"Gus" Holtzkemper, George Maloney and J. J. O'Donnell represented the Local office at Detroit, Mich., and Windsor, Canada, on Sunday and Labor Day. This trio spent a very enjoyable time, which was only marred by an accident that happened to Mr. O'Donnell. At one of the prominent corners he forgot that he was crossing the street and stood still. Of course this is not unusual, but it so happened that a strreet car wanted to occupy the same space as the same time, and the car being the stronger of the two, shoved "Joe" off the track. No harm was done except "Joe's" nervous system was affected and he lost his nose glasses. Now he looks like a country pedagogue, all dressed up in a pair of spectacles.

Old H. C. L. must have certainly straightened out on Detroit when three travelers from the Local office tried to satisfy their appetite on a bag of peanuts and a bunch of grapes.

"Dan" Hartigan, now acting in the capacity of assistant trainmaster, is a very busy man. If he only could remain on the job for one year, we believe that the American Walkers' Association would have a winner in the Olympic games. In two weeks "Dan" has worn out two sets of O'Sullivans.

New Castle Division

Correspondents

A. C. Harris, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
P. W. Adams, *Telegraph Operator*
O. C. Bedell, *Telegraph Operator*

MILES — MILES — MILES
BOOST — CAR — MILES
Wear the wheels out
Watch the BOSS shout
SMILES — SMILES — SMILES

Some people are never satisfied. Both "Jack" McCarthy and Miss Mary Sullivan were single, presumably happy, and had good jobs in the Superintendent's office at New Castle, but they had to go and get married. We wonder what will happen next.

The New Castle Division baseball team, after battling valiantly throughout the season and arriving at the championship of the Northwest District, fell before the onslaughts of the clan from Chillicothe,



Station Warehouse force, Warren, Ohio



Clerical force, Local Freight Office, Warren, Ohio

losing the championship of the Western Lines in two consecutive defeats. It is hardly likely that the New Castle team was stage-struck or sun-struck, but they surely were Moon-struck, as Mr. Moon, the Chillicothe pitcher, certainly did shine, getting two shut-outs. Moon had something besides a glare—it might have been a shine ball—and so far as we noticed, there was no danger of an eclipse during his stay on the mound. We are sorry for Moon, because, if we could, we would say that he was a star. H. Fox also played a prominent part in defeating New Castle and swung a wicked club in both contests. Chillicothe had a well balanced team and deserved to win.

Two kinds of smiles on this page, six altogether, from the office and warehouse at Warren, Ohio. The girls of the clerical force are, left to right: Carrie Fauth, statement clerk; Gwendolyn Jacombe, claim clerk; Clara Wagner, billing clerk. The boys of the station warehouse force are, left to right: Ralph Barringer, trucker; Charles Haines, warehouse foreman; Donald Childs, trucker.

The meeting of the Freight Claim Prevention Committee at Youngstown on August 25 was well attended and there is every indication that the interest is being maintained at a high pitch. The work in general has received careful consideration and much study on the part of the employes on the division. The results are now becoming noticeable. Supervising Agent R. B. Viehdorfer is making satisfactory progress in interesting and instructing the station employes in conjunction with the work of S. H. Rhoads, chairman of the committee, who has spent much time in preparing data of interest for the younger employes on the division, for use during the committee discussions. The results have proven the wisdom of their course.

Agent H. H. Smith, Newton Falls, has returned to duty after a severe illness and is ready once again to furnish the service that means so much to the village.

We welcome to the ranks several new agents. W. C. Valentine, of Sterling, Ohio, and J. G. Slocumb, of Wooster, are new to Baltimore and Ohio service, although they are old heads at agency work. Both of these men come to us with exceptionally good reputations and with records of good work performed and we are sure that they will soon become enthused with the spirit that is bound to make the Baltimore and Ohio service the best of all.

"Dave" Ekin, now ticket agent at New Castle, has been appointed agent at Warwick, Ohio. "Dave" is one of the younger agents on the division, with all the ambition and natural abilities that go with the makeup of the successful agent. Warwick has long been one of the quiet spots on the division, but we know this will change after "Dave" gets thoroughly on the job.

Car miles low,
Cars move slow,
Keep the cars a-rollin' by,
Watch the car miles going high.

John A. Jackson, secretary and treasurer of the baseball team, is busy trying to find out who has been appointed to succeed Signor Ponzi, the Boston speed merchant. The baseball team owes money that must be paid soon and John is anxious for a few moments interview with some Ponzi, with a money consideration as a prelude.

The spirit of economy abroad in the land is largely responsible for such price depreciations as have been noticed lately. With the increased earnings placed within reach of the railroad employes, and the immense sum distributed as back pay, there may be a tendency toward reckless spending. Under such conditions it may be difficult to preserve the proper perspective and appreciate the importance of saving and keeping purchases at a minimum. By joining the army of General Economy we will certainly not work any hardship upon ourselves and will have the satisfaction of knowing that in the end our efforts to help ourselves will result in benefit for others.

Division Engineer Correll and Master Carpenter A. T. Humbert are busy working up the estimates for the Bridge and Structure Program for 1921. In their visits to various points, it is suggested that they carry with them two books: one a small book in which can be shown the work actually required and that must be done; the other book to be a large ledger, the larger the better, in which can be entered all the improvements asked for by various parties they will meet in their travels.

Newark Division

W. E. Laird, *Chief Clerk*, Newark, Ohio
A. D. List, Newark (Ohio) Shops

Kenneth Boring has accepted position of tonnage clerk in the superintendent's office.

W. R. Totten, our popular ticket clerk at Zanesville Passenger Station, recently returned from what was supposed to be a vacation, spent in Baltimore and New York. However, on his return, he surprised all of his friends by introducing Mrs. Totten, who is a very estimable and well known young lady, formerly Miss Eleanor Knight of Quaker City, Ohio. We extend our congratulations and best wishes.

The joint agency at Monroeville, Ohio, Lake Erie Sub-division, has been dissolved and is now being operated as an exclusive Baltimore and Ohio station. J. R.Cartnal, former cashier at Bellaire, Ohio, has been placed in charge and is rapidly restoring things to "Baltimore and Ohio" standard.

R. F. McCann, for a number of years our efficient agent at Somerset, Ohio, has been promoted to the agency at Utica, Ohio.

S. M. ("Sam") Hiskey, well known passenger engineer, spent a long earned vacation in Montreal, Toronto, and other points in northern Canada. He was accompanied by Mrs. Hiskey.

Division Accountant's Office

James Johnston, division accountant spent his vacation in Churubusco and other points in Indiana.

Ray L. Redman is the proud father of a baby daughter, Catherine June, born August 29.

When Cupid starts to shoot his darts around he generally "Mrs." it. We understand that his darts have been flying around the desks of "Art" List and "Jim" Grady. Nuf ced.

Evan Lloyd has returned to the office after having been absent on account of illness.

Zanesville Freight Office

On August 16, Carlos Cockins of our office and Miss Rose Snyder were united in marriage at the Grace M. E. parsonage. The happy couple have the best wishes of us all.

John Robinson, rate clerk, who has been in the employ of this office for over three years, recently resigned to accept the position of agent at Fair Oaks, Ohio. John will be missed by all of us but we know that with his many excellent qualities he will make good. He is one of the kind of men who put everything they have into their work—and make good.

Our freight house foreman, Harley Dieterick, recently became the proud parent of a baby girl.

F. P. Foster has accepted the position of interchange clerk in the local office, the vacancy being caused by the resignation of John Robinson.

Cleveland Division

Correspondents

A. F. Becker, *Secretary to Superintendent*, Cleveland, Ohio

Amy A. Ford, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland Ohio

Massillon

Everybody smiled on August 19. Do you know the reason? Back pay; oh boy!



Pumping Station at Godsend

Dover, Ohio, August 21, 1920.

To the Employes of the Baltimore and Ohio Railroad:

We wish to take this opportunity to extend to you all our sincere appreciation and thanks for the kindness and helpful hand you gave during the illness and death of our beloved husband and father.

The spirit of brotherly love shown during our sorrowful hours by his fellow workmen tend greatly to aid us both in bearing our sorrow and will always be remembered.

(Signed) Mrs. Roy O. Vickers and Daughter Adda.

Miss Beatrice McNeal and Miss Ethel Donohoe, clerks in Local Freight office, are back again on the job after being off sometime because of illness.

Brakeman Harold U. Brugh, has returned to duty after being on a leave of absence.

Night Yard Clerk E. A. Krier has been acting yardmaster in the absence of Mr. Brown, and seemed to get along fairly well in the daylight. Of course he forgot himself a few times and was caught carrying a lantern. Oh, you'll get used to working in the day time, "Ed." It only takes a little practice.

Trainmaster's Clerk W. E. Brugh, wife and son, took a short vacation trip to Piedmont, W. Va., and Westernport, Md. They make good moonshine down in those hills.

"Tom" Baker has taken position of yard clerk at Massillon.

J. O. Hart, extra conductor, has been filling the duties of night yard clerk at Massillon.

Chicago Division

Correspondents

F. N. Shultz, *Division Operator*, Garrett, Ind.

Esther J. Spreenberg, *Clerk*, South Chicago

Margaret Galloway, *Assistant Shop Clerk*, Garrett, Ind.

R. R. Jenkins, *Secretary, Y. M. C. A.*, Willard, Ohio

P. H. Carroll, *Signal Supervisor*, Garrett, Ind.

The accompanying photograph is of Godsend Pumping Station, five miles west of Fostoria. The pumper is S. F. Horner, who has been in service on the Chicago Division for 30 years.

Willard

Correspondent, W. G. Addy

Engineer A. G. Archer and his son have returned from a pleasant automobile trip through New Mexico.

John Barleycorn is a bad railroader, boys. Take my advice and don't associate with him.

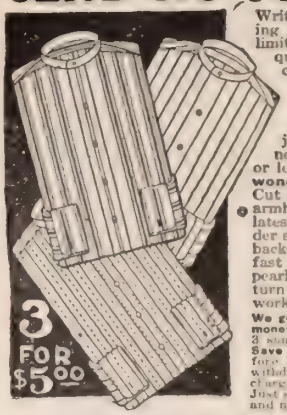
Fireman "Ely" Whitney is now working at the Willard Transfer.

"Sammy" Bowman and his wife are back home from a two weeks' hunting trip through Indiana.

South Chicago

Our assistant agent, Mr. Altherr, has just returned from his vacation, spent with his family in the west. He visited in Weiser, Caldwell, Boise, Idaho, and Granger, Wyoming. He says that he had an ideal trip and that he has found that the "Baltimore and Ohio Railroad" comes first when compared with the service on the Western Lines.

SEND NO MONEY

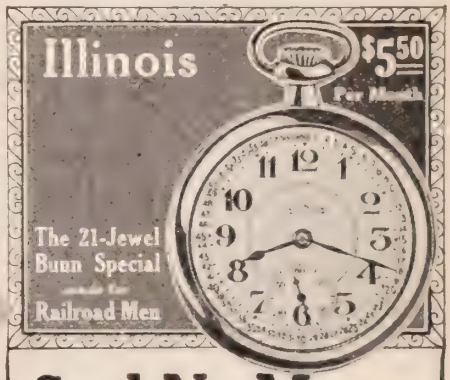


Write quick for this amazing shirt bargain. Only limited lot. Wonderful quality fine count percale. Record breaking cut price. Guarantee $8.00 value for only $5.00 C. O. D.

Send No Money just your name and neckband size on postal or letter for these **three wonderfulpercaleshirts.** Cut extra large, roomy armholes. This season's latest black, blue or lavender stripe effects on white background. Guaranteed fast color. Best quality pearl buttons, soft French turn back cuffs, finest workmanship.

We guarantee to refund your money if you can match these 3 shirts for less than $8.00. **Save money** write today before this astounding offer is withdrawn. We pay delivery charges. You pay only $5.00. Just send your name, address and neckband size.

BERNARD, HEWITT & COMPANY
Dept. R3610 900 West Van Buren Street Chicago, Illinois



Send No Money

This 21-jewel Illinois Watch—the **Bunn Special** sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

After Trial a Few Cents a Day

The watch comes *express prepaid* to your home. Examine it first. Only if pleased send $5.50 as first payment. Wear the watch. If after ten days you decide to return it we refund deposit immediately. If you buy, send only $5.50 a month until $55.00 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "Send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 128-page catalog, No. 69 H shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

J. M. LYON & Co. { Dept. 69-H } 1 Maiden Lane New York City

Oh yes, our chief clerk, "Jack" Hufton, has had his vacation too. He spent his time in Central City, Iowa, and reports are "favorable."

Our assistant agent called a meeting on Tuesday last and discussed with us, at length, the subject of "Greater Car Miles per Day." Though we have nothing special to report as yet, we are all working together toward this end, and we feel that SOUTH CHICAGO will have a good record in the final count. The "Boss" surely has the cooperation of all at this station and our slogan from now on will be "Greater Car Miles per Day."

The accompanying photograph is of Charles and Richard, the sons of P. Bartel, of Fostoria. These little fellows were two of the guests at the July meeting of the Freight Claim Prevention Committee at Lake View Hotel, Wawassee, Indiana. Many items of importance were discussed



Charles and Richard Bartel

at this meeting, and an interesting talk was given by Agent M. Altherr, of South Chicago.

Among the guests were Mrs. F. L. Charles, Mrs. W. C. France, Mrs. G. W. Trost, Mrs. C. F. Wagner, Mrs. C. E. Lightner.

Ohio Division

Correspondent, A. E. ERICH, Chillicothe, Ohio

The stork recently visited the home of Machinist George Krick and left a bouncing baby boy. We extend our congratulations to Mr. and Mrs. Krick.

Machinist George Sheldon and wife are also the proud parents of a daughter, their second child. Congratulations!

William Bateman, pipefitter and Thomas O'Donnell, machinist, spent a week fishing up about Hopetown recently and caught several fine fish, among them being a 40-pound shovelhead. Out of the joy of their hearts they invited the sheet metal workers to the feast. John Amann and four of the men accepted the invitation and ate all the fish, leaving none for Mr. Bateman. Next time, "Bill" states, he will help himself first.

Machinist Harry Hyson, also went on a fishing trip to Hoffman's camp near Chillicothe. After baiting and setting his lines, he became tired and went to his tent for a nap. When he awoke, he found that it had been raining, his lines were all gone and water was coming into the tent. He beat a hasty retreat back to Chillicothe, without any fish. Better luck next time, Harry.

On July 28 Fireman W. Oakes and Miss Mary Bethel of McArthur, Ohio, were quietly married. Congratulations and best wishes!

And here is another! On September 1, Fireman H. A. Killie, without any previous information to any one, and Miss Inez Grines of near Athens, Ohio, were married. Our best wishes go to them for a happy married life.

On August 28, William C. Adams, passenger engineer, passed away at his home at Newark, Ohio, death being due to an attack of acute indigestion. He had been ailing for two years with high blood pressure, but seemed in his usual health on the day previous to his death. He became very ill during the night and died at 1.00 o'clock. Mr. Adams entered the Baltimore and Ohio service as freight fireman on December 29, 1884; he was promoted to freight engineer on October 29, 1890, and to passenger engineer on December 9, 1909. He served in this capacity until his retirement, about two years ago. His last years of service were spent on the Newark-Cincinnati passenger run. He was a member of the Masonic Order, Odd Fellows and of the Brotherhood of Locomotive Engineers. Our heartfelt sympathy is extended to his wife and two daughters in their hour of bereavement.

Effective August 16 the following changes were made in dispatcher's office, Chillicothe, Ohio, due to addition of third trick chief dispatcher: first trick chief dispatcher, C. D. Pairan; second trick chief, G. E. Davis; third trick chief, A. L. Johnson; swing chief and relief for three first trick dispatchers, R. R. Schwartzel. This change placed P. Matthews, second trick west; J. M. Iuler, second trick east; F. Donaldson, third trick west, and J. Gibson as regular relief dispatcher.

On August 26, V. V. Preston, third trick operator at Leesburg, Ohio, and Mrs. Frankie Lilly of that place were married. The happy pair are now enjoying their honeymoon in California. We are informed that Mr. Preston was considerably worried just previous to his marriage, for, because of the shortage of operators, it looked as though there would be no one to relieve him. However, after some little "juggling" around and keeping the "wire hot," it was arranged, and he went on his way rejoicing. Our best wishes for a happy married life.

Another young fireman was left at the home of Fireman and Mrs. William Ahrendt. The young gentleman has been given the name of Carl Frederick. Congratulations!

Machinist G. Sheldon recently had a narrow escape. While driving up shoes on the frame of engine 1475, a piece of cast iron flew off the shoe and would have destroyed the sight of his left eye, had he not been wearing a pair of goggles. The glass was badly shattered. Here is another case where the practice of Safety First paid.

When you see an employe make a careless move "call him down." Do not be afraid of hurting his feelings. It is far better to have his feelings hurt than his body injured. Practice Safety First.

Attention of all interested in freight claim prevention work is called to the date and place of these meetings—on the second Friday of each month at Chillicothe, Ohio. There is always an interesting subject up for discussion along the line of freight claim prevention at these meetings, and any new suggestion or item is welcome from any one.

We extend to George J. Miller, chief clerk to freight agent, Chillicothe, our sincerest sympathies in the loss of his mother, Mrs. Anna Miller, whose death occurred on August 18.

Fireman and Mrs. Joseph Baker were blessed when twin girls were left at their home on August 31. Congratulations!

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*

The following letter is self explanatory:

BRONSON, TEXAS, August 8, 1920.

BALTIMORE AND OHIO MAGAZINE,
Baltimore, Md.

Having once been employed on the Indiana Division of your great Railroad as foreman of construction, I decided to write and send you a picture of my Mexican construction outfit, now working on the great Santa Fe Railroad in Texas.

I was like the majority of my Eastern and Northern brothers when I came South. Possessed of a real hatred for a Mexican, I thought him no good whatever. But, since working Mexicans for the past eight months, I am convinced that they are good section and extra gang laborers. Had it not been for the Mexican labor throughout the Southwest during the past three years, our railroad here would have suffered badly.

When Mexicans finish dressing a piece of track it looks like it had a smoothing iron run over it. They use neither a measuring stick nor a straight edge, but with their eyes can start a great line and run it for miles as straight as the rail. They never become dissatisfied with their job, and never take a day off unless too sick to work.

I am putting up some real railroad here, but I ofttimes long to be back on the good old Baltimore and Ohio with this good Mexican gang.

With good wishes to the Baltimore and Ohio Railroad,

Yours truly,
(Signed) T. O. FERRELL.

Will you please send me one of your MAGAZINES?

Illinois Division

Correspondent, OMER T. GOFF, *Secretary to Superintendent*

Office of General Freight Agent, St. Louis, Mo.

Correspondent, FRANCIS PIGLOSKY

It was with regret that we learned of the death of Miss Isabelle Kemp, sister of Victor Kemp, our bill of lading clerk. We extend our deepest sympathy.



T. O. Ferrell and his Mexican gang



Yard force at Rossford Hump Yard

Excerpts from a conversation regarding export bill of lading covering several hundred cotton sacks of grain.

Export Clerk—"Why don't you designate the kind of sacks?"

Stenographer—"What's the difference, sacks are sacks."

Export Clerk—"Yes, but they might be dressing sacques."

Wanted—Watchman, to watch Mr. Fry's new waste-basket.

Cases there and cases here,
Make a private office for Harry Cartier.

Question—What constitutes a private office?

Answer—Three walls adorned with pictures, a newly painted floor border and a green waste-basket.

Will some one ask Mr. Fry for the key to his office? No doubt, he'll give you the key to his cellar but not to his office, as in it there is something valuable.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*

The accompanying photograph was taken at Rossford Hump Yard. The men are, left to right, front row: C. Gars, engineman; L. Thurston, switch tender; H. R. Steele, fireman; T. Moreland, C. A. Young, G. G. Avery, switchmen; E. L. Kelley, conductor; L. Bell, switchman: S. Pettigrew, switchman; B. W. Jeffords; T. King, yard clerk; W. G. Farling, general yardmaster; H. File, switchman. On footboard: C. Sheer, switchman; E. Farley, baggagemaster; A. T. White, switchman; D. Bergman, switchman. Seated at top: Switchmen W. S. Gardner and E. L. Duddleston.

East Dayton

Correspondent, EDWARD MANNIX

The month of August has slipped by and still finds the shops and roundhouse with their whirl and hum, and not one accident to mar the ever careful attitude of its employes.

Our genial and hustling car foreman, Robert O'Neil, has just returned from his vacation, looking the picture of health. "Bob" spent some time around Baltimore and New York, and says a good word for the eastern cities.

On September 3 we had the pleasure of meeting J. M. Garvey, organizer of the Veteran Employes of the Baltimore and Ohio Railroad. The impression left by Mr. Garvey will be an inspiration to the younger employes and a strong incentive to the faithful Veterans who have rounded out years of usefulness and faithfulness to their employes. Come again, Mr. Garvey.

It is pleasing to know that one is not forgotten. Cards have been received from some of our employes from various parts of the country, with inquiries for the boys at the shops and good wishes for those they left behind. They still have a warm spot for Dayton.

J. J. Mahoney, one of our machinists, recently went on a short vacation of 10 days. When he returned the boys at the shops scarcely knew him. Inquiry? No, he did not fall out of a balloon, or anything like that, and was not on exhibition as a tatooed man. Ask John, he knows.

"Boob" McNutt has nothing on A. H. Windham, our boiler inspector, second shift. Recently "Al" got inside of a boiler to make an inspection. When Foreman F. G. Sehrt handed him a work report card, which read, "Engine burns too much coal," "Al" read the card and wrote on it, "Tell 'em not to put in so much."

"Andy" Dean, "Jack" Leahey and "Bill" Finley were deeply engaged in serious conversation the other day at noon meal. The writer happened to enter the office at the time, and the only part of the conversation overheard was, "Yes, those were good old days."

Now that the fall is fast approaching, the usual fall cleaning starts and ere the winter sets in upon us, East Dayton shops and roundhouse will be spick and span for the trials of cold weather.

Suggestions for Operators

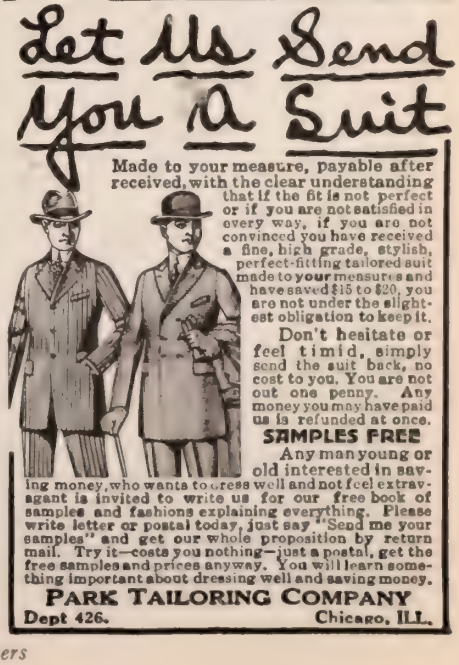
THE following reprint of a portion of circular issued September 1, by M. E. Tuttle, division operator, Cleveland Division, contains some suggestions which will be of interest to other division operators and operators generally over the entire System:

CLEVELAND, OHIO, September 1, 1920.

All Concerned:

There is nothing in railroad work of more importance than the proper handling of TRAIN ORDERS. When you acknowl





edge receipt of a train order, you make yourself wholly responsible for its delivery and other work or conditions should not be allowed to take your attention from it until it has been delivered to the trains addressed. The lives of all persons on the trains concerned, whether employes or passengers, are in your care. Protect the trust placed in you.

In the year 1919 the Baltimore and Ohio System expended for tinware alone $120,-247.00. This included oil cans, funnels, measures, coal hods, signal lamps, lanterns, etc. It is felt that we have an over supply of some of the articles enumerated at different stations.

In addition to the necessary cans for oil, each telegraph office should have one coal hod, one lamp for train order signal, one white and two red lanterns in condition for service. Check up and send all in excess of this number to Storekeeper, Lorain, showing on tag, where sent from and give me a list of all articles sent in.

SERVICE

Are you giving it?

Are you doing all you can?

Are you doing all you *should*?

Are you giving service commensurate with your wage?

Do you realize that RAILROAD jobs are bound to be the best jobs and the surest jobs in the future?

There is always something higher up in railroading, something worth trying for and, although it may come slowly, the surest way of reaching it is via the route known as SERVICE.

Safety Is First Aid to the Time-Table

By W. O. Johnson

Baggagemaster, Indiana Division

HAVE you ever thought of Safety as being a First Aid to the time-table?

Turn back to time-table No. 53, effective October 3, 1875. The schedule for our train No. 1 shows this train as leaving Cincinnati at 6.30 a. m. and arriving at St. Louis at 10.45 p. m., making the running time 16 hours, 15 minutes. Compare this with our present schedule of 9 hours, 25 minutes for No. 1. Considering this difference, the question naturally arises, "What has brought about this change?"

Fundamentally the growth of the Railroad has been due in part, at least, to Safety. If our Railroad had not been made a Safety Road, our trains would not be allowed to travel at the present high rate of speed. Safety has been a potent factor in bringing about the enviable reputation that places the Baltimore and Ohio in the top row of the world's transportation lines.

One of the many points in making the Railroad safe for speed is the care of its roadbeds. The use of rock ballast instead of cinders, and heavy rails instead of light ones, not only fits the road for fast travel but also increases train loads. A heavy train can play havoc with a light rail; in such a case, the rail tends to "spread" under the weight and, while the engine and the first two or three cars that follow it may be able to pass over a bad place, yet there is always the chance that the cars in the middle or on the end of the train will be derailed. The same thing is likely to happen when a washout occurs; cinders are more easily blown about by a hard wind or displaced by heavy rainfall. Because of this, the rock bed is the safer and not as susceptible to accidents of this nature.

When a fast road is a safe road, then it is the one that will be sought after by shippers; an increase in the number of shippers means more business; more business means more revenue; more revenue means better facilities, and so on around the cycle, and every irregular condition reported or corrected by an employe is a spoke in this mighty wheel.

Kentucky and Indiana Terminal Railroad Baseball Team

A GOOD many readers of the MAGAZINE do not know that in Louisville, Ky., the Kentucky and Indiana Terminal Railroad Company, which provides the facilities for the operation of the Baltimore and Ohio at Louisville, had one of the best amateur baseball teams in the country during the past season. They were the champions of the amateur industrial teams competing in Kentucky and lost by the close score of 2 to 1 in the National Amateur Baseball Federation's Championship in Indianapolis on September 11, to the Premier Club, amateur champions of that city.

The Kentucky and Indiana Terminal Railroad Company is owned jointly by the Baltimore and Ohio, Southern and Chicago, Indianapolis and Louisville Railroad Companies. George H. Campbell, assistant to president of the Baltimore and Ohio, is president of the K. & I.

The members of the team shown in the accompanying picture are, left to right:

Top row—D. Burke, yard clerk; W. Cummins, clerk; G. A. Harris, yard clerk; C. Humphries, machinist helper; William W. Thompson, clerk; B. Bossung, machinist helper; L. C. Higgins, yard clerk.

Bottom row—J. Schultz, interchange clerk; A. Bergeman, electrician helper; C. C. Hall, seal clerk; A. Thieman, route clerk; J. A. Howison, general freight agent (manager); E. C. O'Leary, crossing flagman; R. C. White, pipefitter helper; J. C. Burns, interchange clerk; L. Held, engine carpenter.



The Star Kentucky and Indiana Terminal Railroad Baseball Team

Isn't it Worth the Effort?

In the little village of Green Spring, West Virginia, about twenty employes of the railroad have paid for their homes, or are buying them through the aid of the Relief Department.

We wish that we could show here a dozen little cottages or "homey" bungalows occupied by employes at this point. Such a picture would be an object lesson to many who at other points on the System are living in shacks, or over warehouses, or are begging for a chance to occupy any sort of rooms.



THE SECOND HOME GRANVILLE W. KAYLOR HAS BOUGHT THROUGH THE RELIEF DEPARTMENT. ISN'T IT A BEAUTY?

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Baltimore and Ohio Magazine



November 1920

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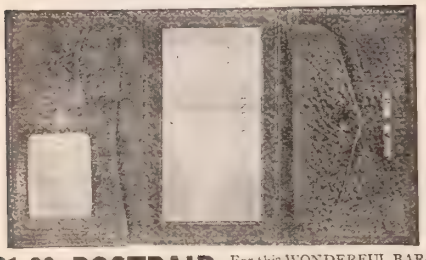
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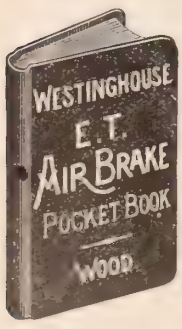
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They stood in the moonlight together,
The sky was studded with stars;
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As he lowered for her the bars.
She gazed with soft eyes upon him,
But there was no love in them now,
For he was only a hired man,
And she—a Jersey cow.—*Exchange.*

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BALTIMORE & OHIO MAGAZINE

Volume 8 Baltimore, November, 1920 Number 7

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to promote community of interest and greater efficiency among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request

Advertising

The circulation of the Baltimore and Ohio Magazine is 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. We do not guarantee the advertising, but an examination of our columns will show that it conforms to the highest standards. We believe that anything purchased through our advertising will be exactly as represented

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A Dreadful Offense

Titus Tiberius Smith was careful to give offense to no one, especially his wife. She was a masterful woman. Her home was her idol.

Titus Tiberius always opened the door with his handkerchief, lest his fingers would sully the brilliance of the brass knob.

"Titus," she said one evening, as he sank guiltily into a chair, "I can read you like a book. You've been doing something wrong! Did you scrape your boots before entering the hall?"

"Yes, my dear."

"Then what have you done?"

Titus blushed to the roots of his hair and clasped his shaking knees.

"Gladys," he stammered, "I hung my hat up carelessly and a raindrop fell from it on to the umbrella stand!"—*Exchange.*

One Way

When Roosevelt was police commissioner of New York City, he asked an Irish applicant this question: "If a mob were to gather and you were ordered to disperse it what would you do?"

"Begorra," replied Pat instantly, "I'd pass around the hat for a collection, sir."—*Case Eagle.*

No Such Mistake For Him

The stingiest man was scoring the hired man for his extravagance in wanting to carry a lantern while calling on his best girl.

"The idea" he scoffed. "When I was courtin' I never carried no lantern." The hired man proceeded to fill the lantern.

"Yes," he said sadly, "and look what you got."—*The Aluminum Reflector.*

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To avoid the Christmas rush, write today. Ask for 96 page Catalog No 255. It describes and illustrates our many wonderful values and **beautiful Gifts in Diamonds, Watches, Jewelry, Ivory and Silverware, etc.** Tells exactly how to get our easy, cheerful credit. **Make her happy with a "Royal" Diamond for Christmas.** Liberty Bonds accepted. 10% discount allowed for cash.



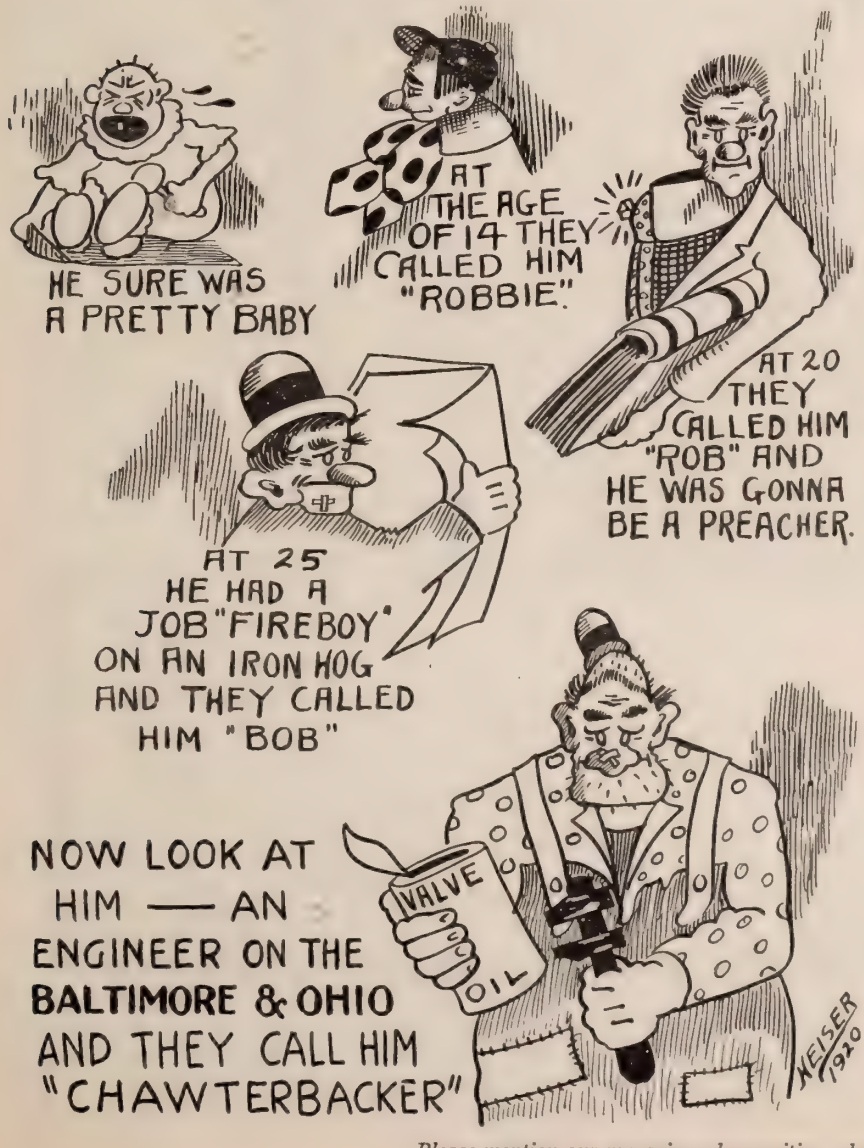
Illustrations in this advertisement are reduced in size about one half.

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FOURTH
RED CROSS
ROLL CALL
A·E FORINGER·
STILL *the* GREATEST
MOTHER *in the* WORLD

How the Car Service Division of American Railway Association Handles Emergency Transportation Requirements

EARLY last summer the northwestern part of the country feared a shortage in coal during the coming winter. The newspapers featured prominently the subnormal coal movements to that point and the industries and the people of the Northwest importuned the Interstate Commerce Commission and the railroads to speed up the movement.

As is generally known, much of the coal for the Northwest is shipped from the States of Ohio, Kentucky, West Virginia and Pennsylvania to the great coal ports along Lake Erie, is thence trans-shipped by water to the docks on Lakes Erie and Michigan, and from there is forwarded by rail to the industries and other consumers further west. This coal must, of course, be moved during the season of lake navigation, ice usually beginning to form on the lakes about November 15.

Just how serious the condition was during the early summer may be seen from the following:

In normal years 30 per cent. of the so-called lake coal is shipped before July 1, and 90 per cent. of it before November 1. More specifically: On July 26, 1918, 11,300,000 tons had been sent to the lake ports; in 1919, 12,600,000 on the same date, but in 1920 on the same date only 6,300,000 tons had been shipped. This meant approximately only 50 per cent. of the normal movement, and quick and effective action was needed to prevent an actual coal famine.

The Car Service Division of the American Railway Association, of which W. L. Barnes is executive manager, is subordinate to the Advisory Committee of the Association of Railway Executives, of which President Willard is chairman. The Car Service Division works in close cooperation with the Interstate Commerce Commission, with commercial associations and the industries in general.

What was the result of its work in this particular case?

On October 1 of 1918, 25,000,000 tons of coal had been sent to the lake ports; in 1919, 20,000,000 tons; while in 1920 the movement had been so speeded up from July 26 on as to have placed at the lake ports for trans-shipment 18,000,000 tons.

In other words, in the short space of two months a subnormal supply of about 50 per cent. had been cut down to a subnormal supply of only about 10 per cent. And since October 1, coal has been kept moving to the lake ports in such large quantities as to obviate any further danger of a fuel famine in the Northwest, so far as the rail carriers are concerned.

How did the Car Service Division deal with this emergency?

On July 26, an order was issued by the Interstate Commerce Commission that 4,000 cars of coal should be shipped each day to Lake Erie ports until further notice. The Car Service Division, working in close cooperation with the Interstate Commerce Commission, then notified the railroads who handled this coal business, about twenty in number, as to the number of cars they should allocate for this particular movement, and the allocation and movement were so well carried out that on November 1 there was as much coal standing at and in transit to lake ports as would maintain the daily rate of dumping there for six to eight days *without further shipments*.

Another case will help illustrate the work of the Car Service Division.

In deference to urgent representations made before the Interstate Commerce Commission by the governors of the New England States, and the representatives of their industries and railroads, the Interstate Commerce Commission on August 2, last, issued a preferential order that 1,250,000 tons of coal per month should be sent to that section until further notice, and that whatever preferential movement and priority in car supply necessary to bring about this result should be effected.

The railroads which handled coal to New England were notified as to the number of cars they should supply for this movement and coal was soon moving to New England in large quantities. So effectively was this emergency handled that the preferential order was suspended from September 2 to September 6, and again on September 17 indefinitely.

Other similar emergency situations are being and will be handled in a like manner by the Car Service Division. The work of the Division is particularly valuable in the movement of perishable foodstuffs—fruit, vegetables and the like, which have to be moved quickly and in large quantities in order to prevent spoilage. When a section of the country producing foodstuffs requires an abnormal supply of cars for its movement, the Car Service Division allocates extra cars to the railroads serving such sections, and sees that the commodities are adequately and promptly moved.

At this time large numbers of box cars are being sent from eastern roads to the West to take care of the grain which is waiting to be moved. And when the cotton growers want to move their crop or large beet sugar interests want to get their crop promptly to the refineries, the Car Service Division arranges for the car supply from the various interested railroads on an equitable basis.

Twice a month the Car Service Division gets a report from all railroads as to the number and kind of cars on their lines. This is an exact barometer of car supply in the various sections of the country and indicates how cars can be moved from one section to another to take care of emergencies and with the least possible interference with the normal movement of traffic.

The organization of the Car Service Division is as follows:

Executive Manager, W. L. Barnes; Managers, W. C. Kendall, L. M. Betts, A. G. Gutheim, W. J. McGarry, D. E. Spangler, M. B. Casey, C. F. Stewart; Assistant to Executive Manager, C. A. Buch.

Each one of these managers has a specific kind of work to look after. For instance, one has open top cars, another box cars, and each is a trained railroad man with special preparation in the particular line in his charge.

The Car Service Division also employs a number of inspectors whose duty it is to see that the orders of the Division as to pro rata movements, allocation of cars, etc., are followed.

As the work of the Division daily demonstrates its effectiveness in handling economically and promptly the transportation needs of the country, so the cooperation of the railroads increases. A transportation company might feel that an order for alloca-

(*Continued on page 17*)

The Start is What Counts!

Visitors to the town of Keyser in West Virginia, admire its beautiful mountain setting.

Among the citizens of the town is Isaac Mills, engineman. The three houses which we picture on this page were bought by Mr. Mills, one after another, through the aid of the Savings Feature.

He made up his mind that he would be a home-owner and these pictures tell the whole story in three chapters.

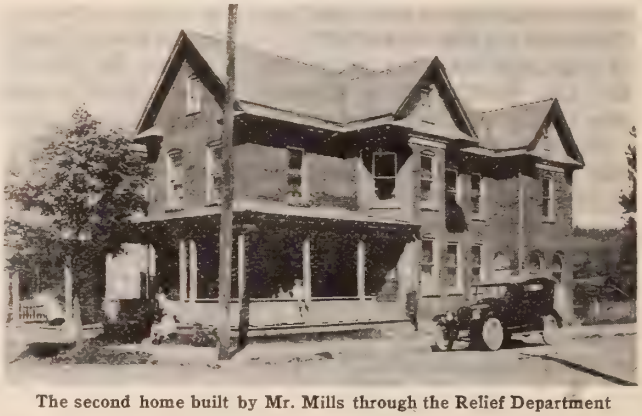
House number one is where he got his start and number three is his present home.

Does not this story of the work and thrift of a man appeal to you?

Do you not want to try the plan which helped make Mr. Mills a property owner and one of the substantial and respected citizens of Keyser?



The first home built by Mr. Mills through the Relief Department



The second home built by Mr. Mills through the Relief Department



The third home built by Mr. Mills through the Relief Department and now occupied by him and his family

Write to "Division S," Relief Department
The Baltimore and Ohio Railroad Company
Baltimore, Md.

And learn how you can purchase a home through the aid of the Savings Feature

Curtis Bay Piers Again Break All Records for Coal Loading

ABOUT two weeks before the record-breaking day of October 26 at the Curtis Bay Coal Piers, several officials of the Maryland District were investigating a jam on one of the McMyler dumpers. A car had jumped the track and the question was asked as to who was responsible.

"That was my fault."

The officials turned to see in the speaker a bright-looking young fellow who was acting as Barney operator. Further questioning disclosed that he had only been on the job a few days and that lack of experience had something at least to do with his bumping the car too hard and throwing it off the track. His frank willingness to shoulder the blame was a good sign in his favor.

This young chap was one of the prominent actors in the record-breaking dumping and loading on October 26.

Again, the same officials were at the pier and helping to make the record. Again they were standing at the aforementioned dumper and there they saw the same fellow hard at his job and handling it efficiently.

"How are we going along now?" he called to General Superintendent Scheer. "I dumped more cars in the last hour than ever have been dumped on this machine before, and together (the two dumpers) we dumped 52 cars in the hour."

He smiled through the black soot on his face as he said it and in his eyes glistened the enthusiasm and determination which makes possible the success of this and every other record-breaking feat man strives to accomplish.

But it wasn't the Barney operator alone. Way out in Brunswick officials had been planning, *and are still planning*, and employes had been working, *and are still working*, to shoot the long steel trains of coal into the Curtis Bay yard in such classification as to yard facilities, pools of coal and other factors entering into the situation as to bring about the highest efficiency.

All along the line from Brunswick to tidewater, thousands of factors operate to facilitate the movement of the trains. Men must not only handle their routine work well but be able to make the right decision and the right movement in an emergency. Adequate motive power has to be available—and this is no small job in these days of locomotive shortage. The men in the Curtis Bay yard have to be on the job to get the best results out of the track facilities. The complicated and expensive machinery at the coal pier must be kept in prime condition to prevent any breaking down of the plant. Finally, supervision must see to it that there is a nice adjustment between the dumping of the coal and docking of the coal boats at the piers.

On September 16, 1919, the first big dumping record was hung up at the new and old piers at Curtis Bay, 424 cars in 24 hours.

On April 20 this record was eclipsed, when 655 cars were dumped and loaded.

On October 12, the 734 cars handled showed a further handsome increase in efficiency.

On October 19, 910 cars had been handled and every indication pointed to a record of 1,000 cars on that day when just one little thing went wrong. One man fell down on his job, a nut which he should have been watching backed off an eccentric strap bolt, and the resulting delay prevented the 1,000 car record being reached.

Generally speaking, it was what railroaders call "a refinement in operation" that made possible the record-breaking dumping of 1,082 cars, 52,790 tons, on October 26.

1. The coal dumping machinery was right.

2. The boats were docked at the pier with little delay.

3. Coal of the proper pools was available and was properly classified in the yard to enable its being sent up the hill tracks leading to the dumpers without delay.

4. Motive power was available in the yard to move the cars promptly from the empty tracks.

There was just one factor, the failure of one boat to dock at the time ordered (and this was in a large measure beyond the control of Baltimore and Ohio men), which prevented an even greater record. But we won't go into that failure now. Instead, we will look forward with General Superintendent Scheer and Superintendent Hoskins to the day which will see 1,200 cars dumped and which they confidently believe is not far distant.

It is hardly necessary to add that every man who had a part in the making of this splendid record has the sincere thanks of the Management for his interest and his work.

—

Car Mile Rhyme

There was a crooked man,
Who never wore a smile,
He watched the trains go creeping on
While he sat on a stile;
He got his neck all twisted
From gazing at the stars.
He could have made it straighter
If he'd helped to move the cars.

Weather Hot, Passenger Irritated—Good Meals and Good Service—Presto! Passenger Contented and Appreciative!

AMERICAN RED CROSS
NATIONAL HEADQUARTERS
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M. G. SCHEITLIN, DIRECTOR
C. S. CLARK, ASSOCIATE DIRECTOR

October 28, 1920.

Editor, Baltimore and Ohio Magazine,
Mount Royal Station,
Baltimore, Md.

My dear Sir:

I had occasion to make the trip between Washington and Chicago recently on Baltimore and Ohio train No. 505, leaving at 1.35 in the afternoon.

It was warm and I was not in a very pleasant frame of mind, but the courtesy of the conductor and the members of the entire train crew made the trip so pleasant that I soon forgot the weather and irritation in the pleasure of the trip. The dining car service both for lunch and dinner was especially good and the food all that could be desired.

I am prompted to write this letter to show my appreciation of the courtesy and good service on the part of Baltimore and Ohio employes assigned to train No. 505.

Very truly yours,

(Signed) C. S. CLARK,
Associate Director, Fourth Roll Call.















Top to bottom, left to right: Armored car, built by German war prisoners, and captured by Czechs from Bolsheviki; field piece mounted on flat car; this Red Cross hospital car did not get immunity; after the battle, the dead; armored engine used by Czechs; what the Czechs did to a Bolshevist engine; a part of the same wreck

Through Soviet Russia with the Czecho-Slovaks

(Continued from September issue)

By Colonel George H. Emerson
Chief of Motive Power

More information concerning the murder of the Russian royal family has recently come to light, confirming, in general, the story Colonel Emerson related as having been told him by the Czechs. Intensely interesting in this connection is the following editorial from the New York Times, under the caption, "A Visit to Yurovsky."

Elizabethan dramatists never imagined anything more horrible than the butchery of Czar Nicholas and his family in the cellar of the dreadful prison house at Ekaterinburg. The investigation made by Admiral Kolchak's direction brought out the truth, which seemed likely to be hidden forever in the mine shaft of the Kopchiki forest. All the guilty are known, and some of them apparently still live. The Bolsheviki themselves do not like to talk about the crime, and in the fullness of time it may prove a stronger influence in their undoing than the despotism and iniquities of their Government. In an article in The Nineteenth Century Captain Francis McCullagh, a British army officer and intrepid correspondent, reconstructs the story and adds details to a tragedy that will always hold the attention of mankind. He dared to live for several weeks under the Red Government at Ekaterinburg to seek and talk to witnesses, and he made a call upon the arch-murderer, Yurovsky, alone, because he could get no Bolshevik to keep him company. Most of McCullagh's material is, of course, gleaned from the official Kolchak records, but the narrative he presents is more nearly complete and dramatic than that of any of his predecessors. He talked with everybody who knew anything about the deed, he visited the forest where Yurovsky endeavored to destroy all the evidence of it, and he gives an unforgettable picture of the Ippatiev house where the imperial family dragged out a tortured existence until an end was put to it with revolver, bayonet and butt by Yurovsky, his Red companions and the Lettish soldiers.

The cellar where the murders were done is now used as a Bolshevist club. When McCullagh was in Ekaterinburg, Yurovsky, who shot the Czar himself, although as "commandant" of Ippatievsky House he might have ordered one of his villainous Letts to kill Nicholas, occupied a house within plain sight of the scene of the crime. Yurovsky could see the cellar from his drawing-room window. He might have hidden himself in Moscow or skulked in Petrograd, but he was drawn as by a magnet to the vicinage. Possibly he thought himself safer in the town where he still had some influence, malign as it was. McCullagh is of the opinion that the Czar had no foreboding of the fate of himself and his household when Yurovsky entered his bedroom on the night of July 16—without ceremony, as usual—and told him to get up, as the Czechs were near the town in their advance to make an end of the Red Government and seize its officials. "It would be better for you and your family," said the always unwelcome visitor, "to come down into the cellar, as there may be fighting in the streets and stray bullets may come through these windows." The Czechs were still far away; they did not reach the suburbs of the town for ten days. From Sverdlov, the "Red Czar," the order had come to destroy the imperial family, and Yurovsky had had it countersigned by the local soviet. Captain McCullagh says that "no record has been found to show that the Bolshevist Government ordered the murder, which was probably due to Yurovsky's fear that the Czar might be rescued by the Czecho-Slovaks." As it is doubtful whether the "commandant" would have taken his orders from the local Soviet alone, Captain McCullagh is probably wrong about this. Does not the Kolchak investigation show that he had instructions from some one "higher up," and that Yurovsky would not go ahead until the local Reds indorsed them?

A few minutes after the Czar, the Czarina, and her son and daughters, together with Dr. Botkin and three servants, descended into the cellar their bodies lay on the floor. Nicholas tried to make an appeal to the executioners to spare his wife and children, but his lips were still moving when he was shot through the head by Yurovsky. The carrying of the bodies to the forest, the disfigurement of the faces with sulphuric acid, and the burning of bodies and clothing to destroy the last vestige of evidence have been described in affidavits made in the Kolchak investigation. Yurovsky, who superintended the hideous business, failed in his purpose. It was possible to demonstrate the tragedy from bones and jewels found in the ashes.

McCullagh's visit to Yurovsky is new. Sergiev, the Bolshevist correspondent of the Pravda, had declined to face the man whose hands are stained with the blood of the Czar and who is detested even by his associates. The Englishman knocked at the door of the house, and, no one coming, he went around to a side door and walked in. A stout woman was cooking in the kitchen. He asked boldly for comrade Yurovsky, saying that he wanted to see him about an insurance report he had written. She shuffled off with distrust in her eyes, but after a while returned to say Yurovsky would see his visitor. The murderer, dressed in pajamas and a long shuba, his feet in cloth slippers, was seen to be a man of 40, prematurely old, thickset, sallow, neglectful of his person, and suspicious. He was not long for this world, thought his visitor, who scoffs at the report that Yurovsky has since been tried and executed. They talked about insurance, McCullagh not being able to find words to ask about the tragedy. It was plainly in the mind of Yurovsky, who was unnerved. But he did talk about the sixty White suspects he had put to death. "What are sixty men?" he asked contemptuously. He seemed such a devil incarnate that the Englishman was ill at ease and nervous as the murderer. The young son and daughter of Yurovsky came in. He seemed to read in McCullagh's mind the unasked question: "Did you kill the little lame boy also (the invalid heir to the Russian throne, Alexis)?" About all the visitor learned was that Yurovsky had been very fond of his mother, that mother who was proud that her son had immortalized himself by killing the Czar. At the end of the interview Yurovsky was in a state of collapse, although none of the dreadful questions had been asked.

It will be remembered that our first chapter told of the parley between the Bolsheviki and the Czechs, as arranged by Colonel Emerson, of the Czechs' decision to fight their way east to Vladivostok and of Colonel Emerson's decision to offer his services to them and share in their adventure. The second chapter, September issue, told of the events centering around the destruction of Tunnel No. 39 at Lake Baikal, including the destruction of the car ferry, Baikal, and General Guida's brilliant flank movement, which resulted in the capturing of nine Bolshevist supply trains.

ON AUGUST 2, while still supervising the clearing of Tunnel No. 39 at Lake Baikal, I received instructions from General Guida, commander-in-chief of the Czechs, to report to him at the front. He was located at Mourino, further east along the lake.

A locomotive and small Russian box car were placed at my disposal and, on arrival at the front, the train was stopped by the commander of the Czech rear guard. He advised that the nine trains captured by General Guida (as related in the account of his victorious flank movement in the September issue of the MAGAZINE) were at the next siding east, and that there was considerable fighting still going on. Remnants of the Bolshevik forces had been dispersed into the woods and, from this vantage point, were giving the Czechs along the railroad a good deal of trouble with intermittent fire.

I finally received permission to proceed, and the commander of the rear guard asked me to deliver four captured war prisoners to General Ushakoff, the chief of staff with General Guida. I agreed and the four were placed in my car, three German war prisoners and one Red Russian. One of the Germans was badly wounded, his leg being broken in two places.

One of the Germans could talk English and I asked him why he had taken up arms with the Bolsheviki. At first he said that he had been forced to do so, but later confessed that it was part of the German plan in weakening the Allied defense in Russia and that he had joined the Reds, fully realizing that if captured, it meant instant death for him.

A few miles further east, where the captured equipment was located, we found two completely armored cars which had been built at Chita by German war prisoners aiding the Bolsheviki. They used American gondolas of fifty ton capacity, covering them with boiler plate extending

down below the journal boxes. The locomotives were also completely armored with the same material to protect boilers, running gear and fenders, as may be seen from the accompanying illustration. Each of the armored cars was equipped with two three-inch field guns, with five machine guns on each side.

Seven of the captured trains were made up entirely of box cars for the accommodation of soldiers. Two of the trains consisted of passenger equipment and one was of fifteen coaches, ten of which were fitted up as hospital cars and painted with Red Cross insignia. They were furnished with portable cots and had large side doors for the easy portage of the wounded in and out. Two of the cars were completely equipped as operating quarters.

A Barbarous Warfare

One of these operating cars was in charge of two Russian Red Cross women nurses. I found one of them badly wounded—shot through the body and both legs—in the first car I inspected. The seventeen patients in this car had been killed outright by hand grenades during the course of the battle. It was a cruel warfare with no quarter given and none received. The Reds were waging a war of extermination and the Czechs had to retaliate in kind.

The other girl nurse of the Red Cross had gotten out of the car in time to escape the hand grenades but had been shot as she was leaving the platform. We did what we could for the girls, binding up their wounds and promising that we would have them moved promptly for medical attention.

The fierceness of this battle may be understood from the fact that when I arrived at the scene there were still fifteen hundred dead bodies lying in the immediate vicinity.

On August 2, at 5.00 p. m., I reported to General Guida at Mourino. He was greatly disturbed because he had discovered the large proportion of German, Austrian and Magyar war prisoners in the ranks opposing him, all of them armed with Japanese rifles and equipment.

Bolsheviki Using Japanese Rifles

Here was a pretty mess. For months we had not heard an authentic report from Washington, London or Paris. We did not know who was winning the war, nor what was the latest alignment of the nations, despite the fact that this was after Chateau-Thierry and Belleau Woods.

No wonder Guida was disturbed, for he knew that if the Japanese had, by any chance, joined the Central Powers, our chances of getting through Manchuria were practically *nil*.

I told him that in the early stages of the war the Japanese had sold the Russian Government a large number of standard rifles and other equipment. He then called attention to the fact that the captured rifles were the Japanese standard 25 caliber, while he understood that the rifles sold the Russians in the early part of the war were of 30 caliber.

Here was where exact information which I had secured from the Bolsheviki in Vladivostok helped clarify the situation. There I had made an inspection of the arsenal during the previous spring and had been informed by the officer in charge that the thousands of cases in storage contained Japanese rifles of 25 caliber and that they had not been used on that account by the Russians during the early stages of the war. Russian ammunition would not fit them.

I further advised General Guida that I had a complete record of the rifles referred to, in my file, and that I felt sure that the Bolsheviki had issued these Japanese rifles from storage in Vladivostok to the war prisoners. Later on it developed that this was the case.

While General Guida was presiding at some courts-martial I hunted up the Red Cross officer of the Czechs and told him about the women Red Cross nurses of the Bolsheviki whom I had found in the shattered hospital car. I asked him if he would not give them immediate attention, but he refused to help them in any way. Another illustration of the kind of warfare they were then waging!

Later in the day a large number of Central Power war prisoners, proved to be such, were lined up in front of firing squads and potted. Among them were the four I had brought up to the front in my box car.



On this and opposite page are connecting sections of Russian map of Siberia. English names have been shown to help reader follow the march of the Czechs

Among the Bolshevist retainers also captured at this battle, were a number of boys and two Chinamen. They were about to be killed along with the rest of them when I found that one of the Chinamen spoke good English. He said that he and his companions had been forced to fight for the Bolsheviki on pain of death if they did not do so. I gave this information to the commander of the guard, who then decided that they should not be shot but whipped. After seeing this horrible exhibition of cruelty, I was almost sorry I had interposed to save them from shooting. They were stripped and tied face downward on heavy logs. A Cossack whip with 36-inch lash and a lead ball in the end, was given to a big and powerful man. Forty-five lashes were then delivered with all his strength on the bare skin of each of the poor devils. Every stroke brought blood and the victims were unconscious from the pain and the loss of blood after the whipping.

At 8.00 that night General Guida and I proceeded back to the tunnel, arriving next morning. On August 10, after blocking the main body of the Czechs for thirty days, it had been so far cleared as to permit the passage of eight *echelons* (trains). Then came intermittent slides of rocks and soil, one of which resulted in the derailment of a train. On August 13, twelve more trains moved through. Small slides still continued, however, until September 16, when we finally completed the job, proceeding with our engineering train to the front. We were still ahead of the main body of the Czechs.

During the work on the tunnel we built a set of forty-foot leads at the shops at Sludianka, and fitted up an engine with a friction hoist, to operate a pile driver. The largest machine of that type on the Siberian Railroad had leads only fourteen feet long and the hammer weighed only 1,000 pounds. We anticipated heavy bridge reconstruction east of the tunnel and knew that this machine would save much time. At Sluzon, however, a short distance east of the tunnel, our trains ran into a section of the preceding train, demolishing several of our cars, and with it that one containing the new pile driver, which was completely demolished.

Russian Psychology

The crews in charge of the colliding trains were arrested and the line officer, a White Russian, in charge of our engineering train, decreed that they should be shot immediately, but I persuaded him to defer action until a full investigation had been made.

This developed that the engineer in charge of our train had lost control because of insufficient braking power and through no fault of his own. The crew of the train ahead saw our train approaching at high speed and, knowing that a collision was inevitable, and with fine presence of mind, they pulled a coupling pin, cutting off their engine and started it back on the main track to meet the approaching engine of our train. This engine bore the brunt of the collision and saved the much worse collision which would have occurred had it not been cut off and run back. For it was connected to a train with cars filled with soldiers and it is quite certain that many of them would have been killed.

After the facts had thus been set before the commander of our train, he changed his decree about shooting the train crews, to one that they should be decorated for their presence of mind and quick action. So much for Russian psychology.

Railroad Warfare

At Tankhoi the vanguard of the Czechs again succeeded in getting into contact with the Bolsheviki, and captured another armored train. The battle occurred just east of the town. The Bolsheviki had placed a car of high explosives ahead of an engine and started this engine back, without crew, on the track on which we were proceeding toward it. It was the custom of the Czechs, however, to run their trains with a single flat car, loaded with emergency material such as rails, bolts, etc., ahead of the engine. When the officer in charge of our first train saw the oncoming engine and car dispatched by the Bolsheviki, he cut off this emergency car in front of our engine and suc-



Just above left corner of this section will be found Lake Baikal, around which many of the interesting incidents in this story took place

ceeded in backing his train a sufficient distance away from the point of the collision to avoid damaging it. The explosion which came with the collision was a terrific one, razing a number of buildings and obliterating all of the vegetation in the vicinity.

A little beyond this point, east, the Czechs found that the Bolsheviki were strongly entrenched behind barbed wire entanglements and, in accordance with their favorite method of warfare, they immediately started a flank movement, coming up in the rear of the Bolsheviki and routing them.

When our engineering train reached Tankhoi, where this fighting took place, we found the crew of the tug and raft which had sunk the steamer Baikal, as previously related. While interviewing the members of the crew concerning this exploit, a message was received saying that the Angara, the other car ferry, had surrendered to the Czechs, thus cleaning up all opposition on Lake Baikal.

At Myssovia, a short distance east, we found that the first car ferry sunk, the Baikal, was lying about half a mile off shore. We took a tug and went aboard her to see if we could find any equipment which would enable us to make a new pile driver. There was nothing of this kind on the boat, however, it having been pretty well gutted by fire, and was still burning.

The Czechs now had two complete armored trains, and two of the armored cars were used in the vanguard ahead of the fifteen trains of Czechs and Russians proceeding east, and which left Myssovia just before our arrival there. They were on the eastbound main track and we followed them on the westbound main track, supported by eight trains of soldiers that had been stationed at Myssovia.

Thirty-three versts east of Myssovia we found a train derailed and both main tracks blocked. The Bolsheviki had again been trapped, and had lost all their equipment and many men during the surprise and the ensuing panic.

This fight had been brought about by Colonel Ushakoff, General Guida's chief of staff, whom I had first met at Irkutsk. He was one of the most likeable and intrepid soldiers I have ever met, a White Russian, who had fought in the Russian Army during the whole war. He was placed with the Czechs when they first deserted Austria and offered their services to the Allies as a part of the Russian army. After the Bolshevist surrender to Berlin at Brest-Litovsk, he had continued with the Czechs, fighting his way east with them as Guida's chief of staff in the hope of again being able to give his services to the Allies on the western front in France.

It was Ushakoff who engineered the brilliant sortie which resulted in the sinking of the car ferry Baikal. Later he had crossed Lake Baikal, going in at Posylskaya, informed the Bolshevik commissaire there that he himself was a commissaire and had eighty Bolsheviki with him. He told them that if explosives and supplies could be gotten to him promptly from Verkneudinsk, he would recross the lake and trap the Czechs by blowing up the railroad tunnels. He himself sent a wire to Verkneudinsk to this effect and was advised that action would be taken in accordance with his request. While he was talking with the Bolshevist commander, he learned that a number of Bolshevist trains would be dispatched east to set up a new line of defense. He then made a quick detour through the woods to a point about two miles east along the track. Securing tools from a handcar house, he loosened a number of rails on both the east and westbound tracks, cut the telegraph wires and fastened them to the loosened rails. Then, when the trains, running at high speed, were almost upon the loosened rails, he and his men, hidden in the woods, pulled the rails out of the tracks, derailing the trains and causing much loss of life among the Bolsheviki.

He then made another detour west, finally striking in again toward the right-of-way. Seeing an armored car approaching from the west, he mistook it for the first armored car of the Czech forces and flagged it, informing the officer in charge of his latest *coup*. It turned out to be the rear guard of the Bolsheviki, who recognized Ushakoff and his men. The machine guns were turned on the little detachment and in the ensuing battle Ushakoff and all but eight of his eighty men were killed. Ushakoff himself was cruelly tortured and left to bleed to death. I have a picture of him with his ears cut off and other members of his body terribly mutilated.

F. X. Milholland Made Assistant to Senior Vice-President

ON October 9, Senior Vice-President George M. Shriver announced the promotion of Francis X. Milholland to the position of assistant to senior vice-president, effective September 1. This is a new position created by Mr. Shriver for Mr. Milholland, who has been his chief clerk for many years.

Mr. Milholland was born August 21, 1880, at Baltimore, and attended the public schools of that city for three years, prior to entering Loyola College in September, 1892. Here he graduated with the degree of A. B. in 1899, immediately pursuing a post-graduate course and receiving the degree of A. M. in 1900.



F. X. Milholland
Assistant to Senior Vice-President

In August of that year he entered the service of the Company as stenographer and clerk in the Transportation Department, remaining there until April, 1904, when he was transferred to the President's office under Mr. Shriver, who was then assistant to the president. On December 1 of the same year Mr. Milholland was appointed secretary to Mr. Shriver. He continued as such until Mr. Shriver was elected second vice-president in January, 1911, when he was appointed chief clerk of the department, which position he has held up to the present time.

In addition to his general collegiate education, Mr. Milholland pursued the study of law, receiving the degree of LL. B. from the Maryland University School of Law, in 1910, being admitted to the Maryland Bar in the summer of that year. Subsequently when Johns Hopkins University inaugurated its new course of night lectures during the winter of 1916-17 in Business Economics, Mr. Milholland was one of the charter students, completing the course in "Corporate Finance" and receiving the University certificate therefor in June, 1917.

Proper Salvaging of Wrecked Freight an Important Factor in Reducing Loss and Damage

By C. C. Glessner
General Freight Claim Agent

THE public, generally, is interested in derailments of passenger trains, especially to know if any of their relatives or friends have been injured. Business men, while equally interested in passenger derailments, are also interested in freight derailments, to know if any of their shipments have been damaged. Notwithstanding the fact that every precaution and Safety device is used to eliminate such disasters, it is unfortunate that they occur, regardless of the precautions taken to avoid them.

Freight derailments on our line for the year 1919 cost us, in settlement of loss and damage claims for the commodities concerned, $275,326, and for the nine months ended September 30, 1920, $204,199. These amounts do not include delay to trains caused by derailments, damage to track, equipment, etc. Certainly the field is big enough to warrant a material reduction in this item.

Division Representatives of the Freight Claim Department are trained in the salvaging of merchandise and are instructed to attend all derailments of merchandise shipments, to assist the official in charge in salvaging such merchandise as conditions will permit, it being appreciated, at the same time, that the first consideration should be given to clearing the track to get trains moving promptly. But it is felt that more merchandise wrecked in these derailments can be saved in the future than has been saved in the past.

Wreck trains are, or should be, supplied with a number of tarpaulins of different sizes to protect shipments in case of bad weather; with burlap

(*Continued on page 25*)



Top to bottom, left to right: Crane cleaning up the right of way; track cleared and ready for section men; lumber lost in derailment, a large part of which can be salvaged; a bad spill along a river bed; the same picture showing loss of gasoline-loaded tank cars

The Beauty at Busted Gulch

By Frank Kavanaugh

BILL RIGGLE was just one jump from a big promotion when No. 32, the fast western limited of the Great Eastern, found the block against her and stopped right in front of the little station wherein Bill held forth. This circumstance would not have changed the course of the even tenor of Bill's ways had not Mickie Grogan, who was pulling the latch at the front end of the 32, swung his weight on the whistle rope four times, thereby notifying all within hearing that No. 32 wanted the block and should have it. But Grogan didn't get it. Extra west engine 1284 had piled several cars over the two tracks, thereby laying out the 32 for several hours. That layout sealed Bill Riggle's fate.

The passengers left the train to stretch their legs a little. Bill was idle, for the man at "CW" tower was handling the wreck, or at least that part of it necessitating the use of the wires, and Bill had nothing to do except watch the passengers stroll about while he checked up his "OH" book. Apparently he was busy at that task when a voice behind him ventured:

"That man at 'CW' breaks the dispatcher often, doesn't he? A ham, eh?"

Bill wheeled to meet the eyes of a vision in white. She looked so fresh and dainty that Bill mentally cursed himself for leaving the remains of his lunch on the ticket case.

"You're a telegrapher?" he asked.

"Yes," the vision smiled. "I work at Busted Gulch, Kansas, for the Winnipeg, Vinegar Valley and Mexican Railroad. I'm on my vacation now, and this layout's going to cause me trouble. If I don't get into Chicago in time to catch No. 2 on the Santa Fe tomorrow night my pass'll run out, and those Santa Fe men wouldn't carry their mother's pictures. I've been trying to find out by listening just how long we're in for here, but that ham at 'CW' doesn't seem to know."

"So you'll have to pay your fare from Chicago on, then?" Bill asked. "That's tough."

"That's the trouble," the vision said. "I wouldn't mind that, but if I allow myself a meal between here and Chicago, I'll have just five cents when I reach that city. And five cents won't buy anything now." As she finished her recital the brown eyes were growing suspiciously moist. Bill thought of the four figures in his bank book, and said:

"If you will accept it I'll lend you the money. It'll just be lending a helping hand to one of the craft, anyhow. I've asked help lots of times and been asked lots of times. You can return it at your pleasure."

"If you—"

Bill waved his hand as if dismissing the subject, and drew a roll from his pocket.

"My name is Hazel Winner," the girl said, "and I'll return the money as soon as I reach Busted Gulch."

After a delay of four hours No. 32 proceeded on its way and Bill Riggle's heart went with it. Besides lunching with Bill, the vision had accompanied him over the little town, "sat in" on a car report and otherwise passed the hours pleasantly.

A week later Bill received a letter containing the money he had advanced the girl, accompanied by a few words of thanks. He replied and soon a correspondence grew until Bill's letters went West with the regularity of the Overland Express. Then came the day when he could stand it no longer. A letter to the proper official of the W. V. V. & M. R. R. brought the glad news that a man of Bill's attainments would be a welcome addition to the force of the line, and that night Bill's resignation went in by wire and a week later he was speeding toward Busted Gulch.

* * * * * *

"It's this way," one of the W. V. V. & M. officials was saying to Bill a few days after his arrival in the West. "Busted Gulch is the center of a great wheat growing region and recently they've struck oil in that territory, but try as we can we do not get our share of the outbound stuff originating there. There's the Transcontinental and Southern Kansas to buck. Both have direct lines into Kansas City and so on East. Our eastern representatives get our share of inbound haul, but the elevator men and oil men seem to think the other roads give them the best service and they get the haul. Now you'll get the station and you'll get a reasonable time in which to make good, but if you fail to make good—well, it takes but 30 seconds to fire a man out here."

"How soon'll the auditor be out to check me in?" Bill asked by way of reply. "If I fail to make good I'll beat you to the canning part—I'll resign so quick it'll make your head swim."

* * * * * *

Hazel Winner was day operator at the station, so Bill did not look at the desolate little prairie town with critical eyes. When he learned that the girl had been born there, a product of the dugout and grasshopper period of the West, Bill saw several beauties of the place which were not apparent to the naked eye. But a week there showed him that all the outward haul went to the other roads, yet he hated to acknowledge defeat. It was embarrassing, to say the least.

One evening he stood on the station platform and watched No. 3 rush by. As the engineer called for the interlocking signal which would give him a clear track over the other two roads, an idea came to him. The next day he dropped his work at noon and, hiring a horse, rode out into the country. Five miles from town he stopped under the shade of a lone tree. A farmer, who had been cutting weeds in the fence corners, was sharpening his scythe.

"That's fine wheat you have," Bill remarked.

"It'll be the best crop in years," the farmer said, "if—". He hesitated. "But aw hell, what's the use?"

"What's wrong?" Bill asked, interested.

"See that wheat," and the farmer waved his hand over the expanse. "I've got 400 acres and my son has the same. When wheat starts ripening it ripens all at once and has to be harvested. There's probably one man here that wants work, where we'll need twenty. Half the wheat'll go to ruin. It's discouraging."

"No men, eh?"

"No men. We could get through, perhaps, if we had advance notice of the weather. Then we could cut all we could in the lowlands during the warm weather and then, if a rain happened to come, cut on the higher places just after. But we get government reports the day after the weather comes."

"How many farmers are there in your fix around here?"

"Probably a hundred."

"Organized?"

"We have a good live Grange."

"I've a proposition to put up to you," said Bill. "I'm the new station agent on the V. V. I want the wheat business out of here and the elevators won't give it to my road. You get your local Grange together and all of you who have 'phones shall have

weather reports every night at nine o'clock. I'll put it up to the passenger agents back East to ship all the college boys possible out here. I think I can get two hundred. Then the road has a surfacing gang working near Busted Gulch. They quit at five o'clock every afternoon. If you farmers will furnish motor cars I think I can get most of them to work, say, four hours every evening. All I ask in return is that you make those elevator men give me some of the outward business. You'll find railroad weather reports more accurate than those sent out by the weather bureau."

At about 9 o'clock that night Bill called one of the big oil well drilling plants, located about 8 miles from town. When the man at the other end of the line answered the call, Bill started the conversation:

"The Standard has posted a raise of 6 cents a barrel on crude in Wichita."

"That's fine," the oil man said. "Who's this talking?"

"The agent of the V. V. in Busted Gulch. I'm going to give out information to you oil men every evening at 9 o'clock. Know any news?"

"Two of my drillers are going to quit Saturday. Suppose you could pick up a couple in town?"

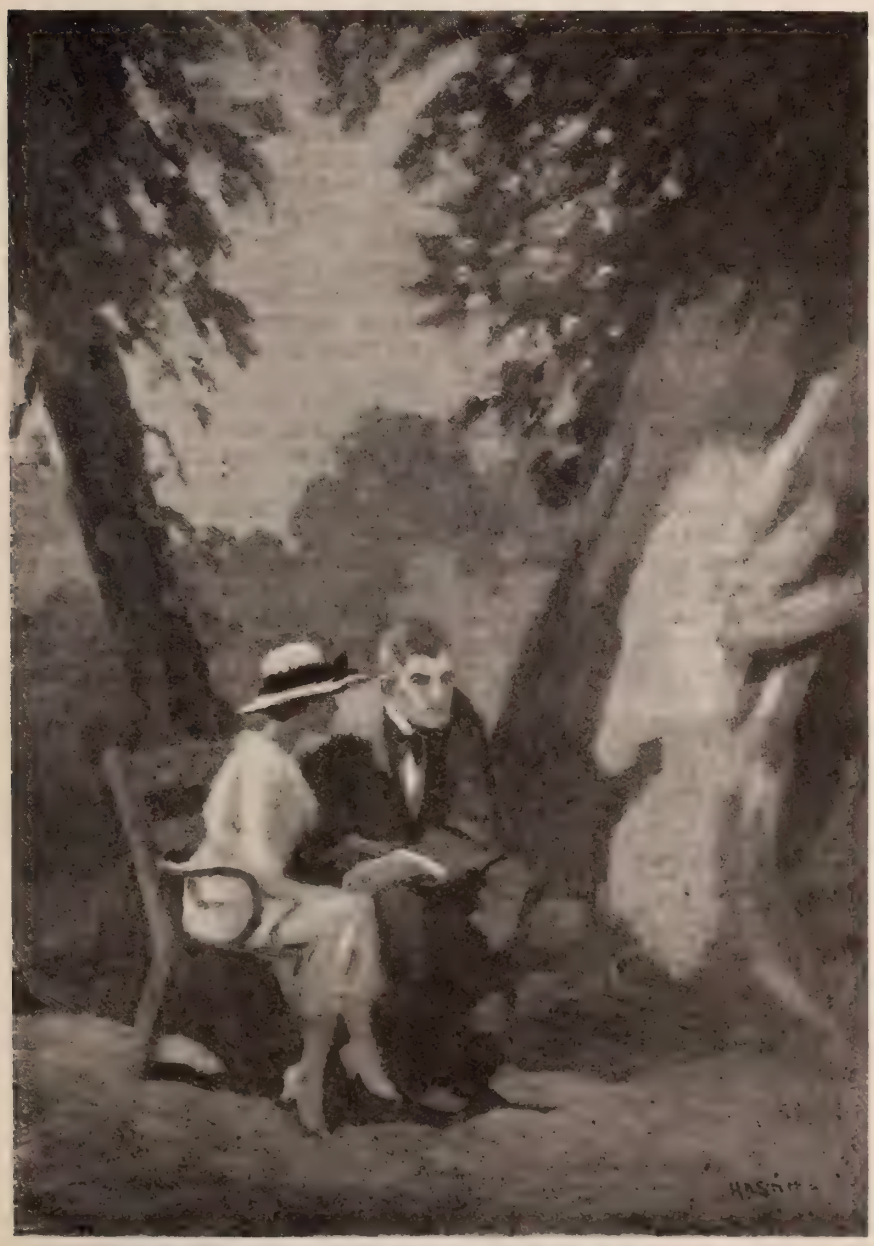
"I'll try."

"If you do I'll remember you. And say, my wife tells me she wants a paper of needles, those with big eyes, to be sent out tomorrow by parcel post. Guess you could go by the Boston Store tonight and tell 'em to send 'em out. I run an account there."

"They'll be out, all right."

"Good night."

"Good night."



"Hazel," he began uncertainly, "I want to speak to you about something very—"

Four days later the same driller called up the V. V. station:

"You the man that sent the needles out the other day?"

"Yes," Bill truthfully replied.

"Can you get the section men or someone to put that old loading wharf below town in condition? I've brought in a well here and will have another in a few days and have no tankage. There's no use trying to get tanks or tank builders, but if you'll fix up that wharf I'll give your road my oil if you can get tank cars."

"Hook up your pipes and we'll be ready for you," Bill assured him.

* * * * * *

The yellowing grain was alive with harvesters, both mechanical and human, within a month. Bill had No. 3 stopped at Busted Gulch to take on and discharge passengers. Miss Winner's hours were arranged so that she was on hand to meet it and still not violate the Federal "hog law," which permits telegraphers to work but 8 hours a day. This gave Bill an excuse to stay at the station until after 9 o'clock and then accompany the girl home. Things were beginning to come his way. Fitch, manager of the largest elevator, called the V. V. station and ordered cars set at the loading chutes. The other elevator managers followed suit. So far Bill's weather prognostications hadn't erred and the men of the extra surfacing gang, with the lure of 70 cents per hour extra, went out and worked from four to five hours each evening. Colleges in the East whose students had a faint idea that Indians were the chief product of Kansas, found an opportunity for men who were working their way through school to make enough during a short summer to last them through the season. The leaven planted with the farmers and oil men was working. Station receipts rose and Bill's stock rose with them. What the two competitive roads were hauling was a minor quantity. A nice letter came, like a pat on the back, from the general freight offices. The V. V. was getting the outward business.

It was near the close of the wheat shipping season. Bill, up to his eyes in work, found time to accompany his pretty operator home from work one night. Although he was dead tired he was elated over the fact that he had billed out 50 cars of wheat that day and his outward oil shipments were limited only by the supply of tank cars. Every farmer and every oil man in the county was his friend.

Bill and the girl passed into a little park, and he led her to a seat. The moon was rising, a golden eagle in a

canopy of blue; somewhere uptown a barber shop quartette sang a doleful darkey melody; a dog howled at the moon, and from his seat Bill could hear the last sounds of No. 3's exhaust as she passed out of sight over the prairie. He recollected he had sold 12 tickets for that train, where not one was sold before he took the station. The whole world was at peace with the night.

"Hazel," he began, uncertainly, "I want to speak to you about something very—"

"If it's about that 31 order I balled up today, Mr. Riggle," she interrupted, "I couldn't help it. That hind brakeman of Scaly Miller's was leaning over my shoulder asking me which I preferred, caramels or chocolates."

"I'll boot him clear out of the right-of-way!" Bill exclaimed, hotly. "But that wasn't what I wanted to speak about. You must have realized before now what brought me to this country. You. Now that I have made good I want you. Will you marry me, sweetheart?"

Hazel hesitated.

"I am sorry, Mr. Riggle," she said. "I can't marry you. I was married a week ago to Mike Mulligan, the section boss. We are keeping our marriage secret until Mike gets a house built and I get a raise of wages. Do you know," she added, sweetly, "I could, I believe, run a station about as well as you could now, by following your plans. If they promote you, I would like to get this station."

In a daze Bill reached the station, after seeing Hazel, or, rather, Mrs. Mike Mulligan, home. Savagely he pounced upon the telegraph key:

"This is the thirtieth second. Accept resignation. Send man at once to check me out.

"RIGGLE."

A train pulled in and with the sharp whistle of brakes stopped before the station. The door opened and a man came in. Without hesitation he opened the door of the telegraph office and walked in.

"Is the fairy here?" he asked. "If that hoghead had the nerve of a sick sheep he'd have come in before No. 3, but he laid us out on a short time order. The fairy's gone, is she?"

"If you are speaking of Mrs. Mike Mulligan," Bill said, with emphasis on the "Mrs.," she left here some time ago."

"Mrs. Mike Mulligan!" the brakeman exclaimed. "You don't mean—"

"I do," Bill said, rising.

"You're a liar—you're sweet on her yourself!"

The brakeman heaved a heavy box of soft candy at Bill's head. Bill dodged and the box expended itself on the ticket case. Then Bill charged.

Ten minutes later the crew of extra west engine 246 pried the two men loose. They looked at each other through four blackening eyes and shook hands.

"You remember the old saw about there being good fish in the sea that ain't all caught yet?" the brakeman asked.

"Sure," Bill replied.

"We're going in the hole here for an extra east. Let's go up town and see an eye doctor and have a smoke together."

They did.

Railroad Made Splendid Showing in Handling of Specials of American Bankers' Association on October 23

PROUD as were our officials and employes over the smashing of all coal loading records at the Curtis Bay Coal Piers on October 26, some of them were heard to say that they thought the handling of special passenger trains over the Baltimore and Baltimore Terminal Divisions on October 23 was an even finer accomplishment.

This was the day set by the Fidelity Trust and Deposit Company of Baltimore for the excursion which they tendered to the American Bankers' Association, convening in Washington, to inspect the harbor of Baltimore and visit the interesting State Capitol and Naval Academy at Annapolis. The preparations made by this financial institution were comprehensive indeed, and their efforts to provide a comfortable, safe, and quick schedule for their guests, were ably seconded by the handling of the special trains by the Baltimore and Ohio.

The vicinity of Pier 6 at Locust Point had the appearance of a real passenger terminal when the bankers' specials began to arrive. Nine yard tracks were assigned for the incoming trains; new cinder platforms, were built between tracks and railings; gates and signs provided adequate facilities for the quick and comfortable guidance of the excursionists from the trains to the boats docked at Pier 6.

A baggage room, telegraph and radio offices, uniformed patrolmen, fire fighters and equipment from the ranks of our employes, Relief Department doctors and hospital facilities, flood lights which made the vicinity of Pier 6 almost as bright as daylight for a section about a quarter of a mile square, are some of the details arranged by the Railroad. These were splendidly complemented by the beautifully decorated steamboats "Dreamland" and "Louise," provided by the Fidelity Trust and Deposit Company, and by the hydroplanes, destroyers and aeroplanes which accompanied these boats on their trip down the Bay and back.

The four trains, each consisting of 12 Pullmans, arrived from Washington at ten minute intervals beginning at 9.10 a. m. While the guests were on the boats, these trains were thoroughly cleaned for the return trip. The boats returned at 7.15 p. m. and loading began at 7.27, five trains being dispatched between that time and 8.04. Two of the trains went to Washington, two to Mount Royal



At Pier 6, Locust Point, on their way to the special steamboats

Station, Baltimore, and one, carrying a diner, to New York.

Besides the officers and members of the American Bankers' Association, the guests included members of the diplomatic corps in Washington, several Cabinet officers and a number of other government officials. The Baltimore and Ohio was decidedly "on inspection" and it passed the test without an unfavorable mark on the record. From superintendent to switch tender, our men cooperated splendidly to make this movement a perfect one and they are all to be heartily congratulated.

It is interesting to know also that, including the special trains of the American Bankers' Association, there were, all told, 37 special trains handled on the Baltimore Division on that day, everyone of them on time, in addition to our regular freight and passenger business. Some record!

Work of Car Service Division

(*Continued from page 5*)

tion of certain of its cars to sections off its lines would work hardship on its current traffic requirements. But when this particular company needs for its own requirements, on its own lines, an abnormal supply of cars for a particular emergency, and the Car Service Division arranges to supply them by allocation from other railroads, the niceness of the arrangement and the effectiveness and fairness of the work of the Car Service Division are quickly appreciated.

If there were an ample car supply on all the railroads of the United States at all times, there would be no need for the Car Service Division. Its real purpose, in cooperation with the Interstate Commerce Commission, is to carry out the true spirit of the Transportation Act of 1920, which provides that *in emergencies* the Interstate Commerce Commission is authorized to use all cars and engines on the railroads so as to best handle existing transportation requirements. The law further provides that the Interstate Commerce Commission shall exercise its authority through such agencies as it may determine, and the railroads have created the Car Service Division and placed it at the disposal of the Commission.

D. S. Patcher Recalls the "Good Old Days"

GARRETT, INDIANA,
September 1, 1920.

Dere Ed.:

I've been askin' myself why is it nobudy don't like nobudy else no more an' the whole world is upset an' everybudy thinks that everybudy else is crooked 'cept theirselves—an' some of 'em ain't quite sure about hisself—always complainin' that the other fella is a-gittin' the best of it. Everybudy is accusin' everybudy else of profiteerin', an' etc., when they is all doin' it theirselves in one way or a nother. I've been tryin' to dope out a system what wood make 'em all luv one a nother once agin, jus' like they useter in the good old days of long ago, when nobody didn't have no job nor no money an' they all had to work together an' luv one a nother so's they cud get some liver an' onions. An' now they most all got incums an' they won't never eat nothin' 'cept hummin' birds an' quails. An' they don't want no jobs, an' them what says they do want a job all has a trade, something like shovelin' snow in summer or plantin' corn in winter, an' they won't never do nothin' else 'cuz the union won't let 'em. An' they jus' hang around on the street corners 'cuz there ain't no other place to loaf no more cents the 18th commandment. An' they cuss an' discuss everbudy an' tell big yarns about how it orter be done, an, jus' how they wood do it if they wuz Mister Woodrow. Truth is, they're jus' plain sore 'cuz their own home town baseball team ain't in the Leeg o' Nashuns, so's they cud win the pennant.

Most o' them aint got no inishitive, or watever you call it, theirselves, but they abuse the fella what's got nerve enuff to try to do somethin'. They jump on poor Mister Woodrow an' give him the dickens for everything them guys down at Washin'ton d c don't do, while he jus' sets quiet an' lets 'em call him names, 'cuz he nos abuse is like a rubber ball—it allers rebounds an' hits the guy what's slingin' it.

I'm a-thinkin' if it wood make 'em happy, a whole lot of them guys what longs for them good old days, orter be taken back there so's they cud work 12 to 18 ours a day an' woodn't never have no time to stir up no trouble no more.

Why is it, Ed., these guys is always a-tellin' the world their grievances an' keepin' their benifits, what is bigger, under their hat? These kind o' wops gets my goat. How do they git thataway? You tell 'em, Ed.; I no you can, cuz editors is smart 'n everything; if they wuzn't oful smart, they wood of exhausted their vocabbylaries afore this time, an' be all tired out theirselfs instead of makin' the publick tired, a-figgerin' quotas an' budgets, an' how many million soljers wood an' how-many woodn't be in Timbuctoo nex' tuesday 2 o'clock, if the U. S. remembered the Leeg 'o Nashuns.

Yours truly,
D. S. PATCHER.

Fifty New Mikados Ordered

The Baltimore and Ohio Railroad recently placed an order for 50 Mikado type heavy freight locomotives with the Baldwin Locomotive Works, the purchase of the equipment to be financed in part through the National Railway Service Corporation. The corporation, which was formed by S. Davies Warfield, head of the National Association of Owners of Railroad Securities, will take care of 60 per cent. of the equipment trust certificates which will be issued by the Baltimore and Ohio, the remainder being financed by the Government. The locomotives will be delivered about the middle of the Winter.

They Increased Car Miles

The proverb "A good mechanic can work with poor tools" puts the employes mentioned in the following note in the preferred class. Their spirit was unaffected by the breaking of the stoker. They surmounted the handicap and finished their job. They supported the Company splendidly in the present hard drive to increase car miles.

Engineer H. D. McGaughey and Fireman H. E. Pritchett, Pittsburgh Division, accepted engine 4529 at Wheeling Junction with stoker inoperative. Fireman Pritchett fired engine all the way to Connellsville by hand. Both the engineer and the fireman have been commended for their unusual effort and interest displayed.

They Increased Car Miles

Safety Section

Why Railroad Employes Should Take an Active Interest in Accident Prevention

By G. S. Crites
Division Engineer, Baltimore Division

A RAILROAD employe has all the reasons for being "safe" and being interested in "Accident Prevention" that any person has; which reasons are many. Added are reasons particularly applicable to railroading in general.

All persons are brought into this world equipped with the usual number of hands, arms, feet, legs, etc. It is the general plan of their Maker that they should be so prepared for work, and it would seem that had it not been intended that each and all should protect and use such equipment, it would never have been given them in the first place.

In other words, any person is morally lax who allows needless exposure of himself to dangers that may injure, cripple or kill him. He owes it as a duty to his Maker to not carelessly loose or injure any part of his body and he owes the same duty to not needlessly hazard his own death by accident.

From a purely selfish point of view any person should want to be as fully equipped physically as it is possible for him to be in order that he may not be handicapped in his pursuit of the good things of life. Almost daily we see living lessons of people struggling through life on an unequal footing with their fellows just because they were careless or were not "safe" at some critical moment. How much worse to our own mental well-being would it be if we had to see and think of some one going through this world permanently injured or crippled by a careless act of our own. We cannot imagine a much greater burden that could be carried.

Any person owes it to his family that he shall not become a burden upon them and also owes it to them that he shall fully assume his duties as a part of the family. This cannot be done if by carelessness or by unsafe practices he is injured, crippled or killed. Any person who needlessly exposes himself to danger cannot have the feeling of respect for his family that any decent person should have.

Any person has some obligations as a citizen that should be fulfilled. Through health and modern medical resources he is assured a reasonably safe trip into the world. Laws prevent, or at least, come near preventing, his being taken out of the world before his time through crime. Laws protect him on every side and assure him a reasonably unmolested pursuit of happiness and the comforts of life. The debt to society that has been and is constantly being incurred should be paid. A part of a man may not be able to meet this debt and may become totally insolvent and a burden upon society. During the early stages of man, society removed from their midst by death those who were apt to be a burden, and at present certain wild birds and wild beasts kill off their injured fellows. We have advanced beyond this beastly or primitive state and now aid and assist our less fortunate brother, but we all owe it to society to avoid accidents to our-

A Few Reasons Why There Are Many Accidents

A Safety Rule positively forbids a man to step upon the approaching locomotive at the front end, and common sense should prompt him to follow the injunction continually. Yet here's a typical case! A brakeman in the Parkersburg, W. Va., high yard threw a switch and as the locomotive reached him he tried to board the front step. One foot was resting on a pile of coal near the track. His foot slipped, he fell. His toes rested on the track and they were mashed when the wheels of the locomotive passed over them.

Five years ago a car repairman, lately working at Parkersburg, W. Va., lost three fingers in an accident. Naturally, one would suppose that he was going to play the game absolutely safely after that. A few weeks ago he has occasion to jack-up a car that was to be repaired at Parkersburg yard. He got a jack which he afterwards declared "was an old one and worn out." After jacking up the car he started to work. The jack slipped and the bolster fell on the springs, with the repairman's two remaining fingers between them. A part of one of them was pinched off. He now has one good finger on the hand.

The baggagemaster on a passenger train on the Baltimore Division discovered that a strip of wood 7 feet long and 2 inches wide was torn from the floor of the car. Instead of placing it in a corner until he reached the terminal, he glanced out the door while the train was making about 30 miles an hour, saw no one along the track, and hurled the piece of wood from the door. It struck the side of the car and bounded into the bushes along the track. There were four trackmen there, who had stepped into the bushes when the train approached. The stick of wood struck one of them on the head, knocked him down and severely injured him.

Walking through steam proved a dangerous and painful experience for a turntable operator at Garrett, Ind. He was going through the roundhouse and in passing an engine that was "blowing off" he dived through the steam cloud. A tender repairman on the opposite side of the steam cloud did likewise at the same moment. They met "head-on" in the middle of the cloud. The turntable operator was prostrated and his knee severely injured. The tender repairman nursed an injured nose for several days.

None of us should handle air equipment unless we are absolutely familiar with it and it is our duty to do so. A man in charge of a rail loader on the Baltimore Division lost his life in failing to follow this rule. The conductor of a work train had uncoupled cars and placed them as requested by the foreman. The man in charge of the rail loader wanted another move made. He failed to tell the train crew, but set out to make the move himself. He uncoupled the car ahead of the rail loader, gave the engineer a signal to pull ahead a few feet. He failed to turn the angle cock on the rear cut and walked directly behind the coupler on the forward cut. The rear cut drifted into the car behind which the man was walking and crushed him.

Loose boards had been noticed on the coal tipple at New Castle Junction, Pa., but no one repaired them. One day a laborer carrying water set his buckets down at the edge of the tipple while he wiped the perspiration from his head. An engine on the tipple jarred off a loose board, which fell, striking the laborer on the head. Immediately afterwards the loose boards were removed from the tipple. Too late!

selves and, in as far as it is in our power to prevent, keep others from meeting with accidents.

An unsafe person is a nasty fellow to have around. We feel uncomfortable when he comes about. We would not like to see him messed up nor do we want any of his careless acts to mess us up. We owe it to the people that come in contact with us or our acts that we be "safe" and we also owe it to them that we will do what we can to keep the other fellow "safe."

These are a few of the many reasons why any person should be "safe," but we as railroad employes have further reasons for being "safe" and preventing accidents.

Railroading has always been hazardous. Big, heavy masses are moved at high rates of speed, and in consequence there are dangers lurking in almost any corner of a railroad you care to be. There are dangers for the employes, for the users of the facilities furnished and for those who trespass upon the properties. Knowing the dangers, it is our duty to make a forceful drive to prevent accidents to ourselves or to others.

Today railroading is the greatest big game there is. Being big it is the target of the many who court favor by sharp practices, petty politics, minor favors, or by downright "Redism." Any accident that happens on or around a railroad is bait for these harpies to use in their attacks. For the good of the country as a whole, railroads must be successful and one way to make them successful is to make them as "safe" as practicable. Over 90 per cent. of all their accidents may be traced to frailties of human nature and these we can reduce largely if we will. Every accident prevented lessens the political harpies' bait.

Those who use our road furnish the money to pay our wages and give us the necessary equipment, tools and material to work with. These patrons should be assured that they will be safe while on the premises or property of the railroad and that they may make their schedules reasonably close. Accidents break schedules and may endanger the lives or limbs of patrons. Also, accidents may retard the movement of or mess up or destroy commodities handled. Such occurrences make dissatisfied patrons and dissatisfied patrons will not put up the money to pay our wages if they can help it. For our pocket book's sake, we should be interested in accident prevention.

There have been certain traditions built up around our railroad during the 90 years and more of its existence. These traditions have been cemented together by the thoughts, toil and very lives of those who have passed before us. And it is our duty to keep these traditions clear and clean. In the same manner that these records have been handed down to us, we in turn will pass them on to those who follow us. In passing there will be added the results of our thoughts, toil and maybe our life; so let us see that we pass on a record of Safety that will be a help and inspiration to those who take up our work where we leave it.

Each of us can recount many other reasons why railroad employes should take an active interest in accident prevention, so we will touch upon only one other. If an employe is not loyal, he is not anything. We must be loyal if we are to be worth

SAFETY DEPARTMENT

Record of Shops, Showing Man Hours Worked Per Injury, August, 1920

Honor Roll Shops Are Those Having No Reportable Injuries

This Month's Honor Roll	Injuries	Man Hours Worked	Rank in July
Gassaway	0	61,874	Honor Roll
Cone	0	38,907	11
Somerset	0	37,625	15
Weston	0	36,234	Honor Roll
Hazelton	0	34,359	Honor Roll
Zanesville	0	31,938	40
Flora	0	29,437	29

Rank	Shops	Man Hours Worked	Number of Injuries	Man Hours Per Injury	Rank in July
1	Lorain	150,720	1	150,720	7
2	Washington, Ind.	243,954	3	81,318	16
3	Ohio River (Low Yard)	78,869	1	78,869	39
4	Benwood	151,139	2	75,569	24
5	Rossford	67,256	1	67,256	26
6	Chillicothe	161,604	3	53,868	25
7	Cleveland	101,376	2	50,688	13
8	East Side	128,694	4	32,173	6
9	Painesville	63,898	2	31,949	4
10	New Castle	126,875	4	31,719	17
11	Connellsville	182,432	6	30,405	28
12	East Dayton	88,309	3	29,436	18
13	Ohio River (High Yard)	55,664	2	27,832	5
*14	Ivorydale	187,940	7	26,848	38
15	Lincoln St. (inc. Robey St.)	103,309	4	25,827	19
16	Lima	124,702	5	24,940	27
17	Newark	270,283	12	22,524	3
18	South Chicago	87,663	4	21,915	9
19	Holloway	85,134	4	21,284	2
20	Cumberland (Master Mechanic)	334,298	16	20,893	23
21	Seymour	19,958	1	19,958	22
22	Keyser	304,394	16	19,024	21
23	Willard	103,519	6	17,253	36
24	Cumberland (Back Shop)	112,629	7	16,089	33
25	Grafton	168,851	11	15,350	20
26	Glenwood (Back Shop)	129,620	9	14,402	32
27	Fairmont	84,345	6	14,057	12
28	East Chicago	41,704	3	13,901	8
29	Riverside	295,096	23	12,830	30
30	Stock Yards	35,667	3	11,889	10
31	Storrs	92,806	8	11,601	31
32	Garrett	173,608	18	9,645	35
33	Mt. Clare	526,650	71	7,417	34
34	Glenwood (Master Mechanic)	33,791	5	6,758	1
35	Martinsburg	31,479	6	5,246	37
36	Brunswick	98,365	21	4,684	14

Total Injuries by Months:

January, 302; February, 239; March, 303; April, 282; May, 313; June, 307; July, 307; August, 300.

*The man hours worked at Ivorydale during July, as published in the October issue, should have been 181,420 instead of 81,420.

Closing Date on Essay Contest, "No-Accident Campaign," Extended to December 1

It was announced on page 4 of the October issue that the subject of the essay contest was "How We Can Help in the 'No-Accident Campaign.'" This was an error, the correct subject, as announced in the literature issued by the Safety Department, being, "*Why Railroad Employes Should Take an Active Interest in Safety.*" All essays submitted on EITHER subject, however, will receive the same consideration, but it is requested that all employes who are advised of the correct subject in time, submit their essays on "*Why Railroad Employes Should Take an Active Interest in Safety.*" Because of this error in the October issue the closing date on the essay contest will be extended to December 1. The "No-Accident Campaign" itself was concluded on the date originally set, November 16.

A recapitulation of the prizes to be awarded, follows:

FIRST

The pennant described on this page will be awarded to each winning division.



The pennants for the winning divisions in the "No-Accident Campaigns" are beautiful. They are sixteen feet long and eight wide, the body a deep royal blue in color, with a white border all around, and the letters in white. The SAFETY design is painted in gold, two shades of blue and white. The materials used are the best obtainable and the pennants will long be admired where flown by the winning divisions

SECOND

Each winning division will be given a banquet and entertainment soon after the close of the campaign. One hundred employes on each winning division, representing all departments, will be chosen by lot to attend this celebration.

THIRD

Three prizes of $25.00, $15.00 and $10.00 respectively, on both the Eastern and Western Lines (six prizes altogether), will be given for the best, second best and third best articles submitted to the Editor of the MAGAZINE on the subject "WHY RAILROAD EMPLOYES SHOULD TAKE AN ACTIVE INTEREST IN SAFETY."

This competition is open to all employes. The trackman or section foreman has as much chance of winning a prize as the division engineer; the freight handler, as the agent; the trainman, as the trainmaster; the machinist, as the master mechanic; the clerk as the superintendent. It is suggested that each employe who enters the competition treat the subject from the standpoint of his kind of work. This is not a condition of the contest, however.

Wherever possible, the articles submitted should be typewritten, but employes not having typewriter facilities can submit in long hand. Write on one side of the sheet only, allowing plenty of space between lines. Do not place any evidence of authorship of article either on envelope in which article is mailed or on article itself. But with article enclose a blank envelope with a slip inside giving name, position and address of writer. The authors of the articles will not be known, even to the judges, until the winning contributions have been decided upon.

The following officials have again kindly consented to act as judges in the competition:

EASTERN LINES

F. E. BLASER, assistant to vice-president.
J. T. CARROLL, general superintendent motive power.
H. B. VOORHEES, general manager, New York Terminal lines.
EARL STIMSON, chief engineer maintenance.
E. T. HORN, general supervisor terminals.

WESTERN LINES

J. B. CAROTHERS, assistant to general manager.
E. G. LANE, engineer maintenance of way.
G. D. BROOKE, superintendent of transportation.
W. M. MALTHANER, superintendent motive power, Northwest District.

The winning articles will be published in the MAGAZINE and contributions must be mailed to the Editor, Mount Royal Station, Baltimore, Md., by December 1.

anything to the railroad. By being loyal we don't mean loyal in the way a louse is loyal to the unfortunate who is infested with it and its kindred. Such loyalty is displayed by an employe who says, "The Baltimore and Ohio is a great railroad and a fine one to work for," and then proceeds to give a poor or lax hour's work for a good hour's pay, or by his carelessness and indifference causes damage to properties or injury to a fellow employe. If we are loyal we must take an interest in accident prevention. Loyal to ourselves, loyal to our fellows, loyal to our officers and certainly loyal to the Baltimore and Ohio.

Section Foreman Points Way to Safety by Example and Precept. He Keeps His Men and Himself Safe

ONE of the best illustrations of how to make our Railroad the *safest* Railroad is contained in the letter quoted below. If every section foreman would follow the example of Mr. French, deaths and injuries and money losses would be cut down to the minimum. It is not too late now for others to join him in his laudable work, to help make the Safety work on the railroad the success it should be.

Here is the pointed story about Section Foreman French and his men:

BALTIMORE, MD., October 4, 1920.

R. B. WHITE, Superintendent,
Baltimore Division,
Baltimore, Md.

Dear Sir—Section foremen are having 15-minute weekly Safety discussions with their men at lunch hour. Section Foreman J. F. French, on Section 59 at Washington Junction, Md., under date of September 30, 1920, reports one of these meetings as follows:

"I have held Safety meeting of gang and read instructions to my men. I find it helps to do this, and I also speak to them on Safety every day.

"I have been working for the Company 20 years and never have got hurt myself. I have been foreman for 9 years and have never had one of my men hurt."

Section Foreman French keeps a very good and safe section, and it might be you would care to call the attention of Editor of the BALTIMORE AND OHIO MAGAZINE to his letter.

Yours truly,
G. S. CRITES.
Division Engineer.

Statement of Actual Average Miles Per Car Per Day

(Including Bad Order Cars)

DIVISION	JULY 1920	AUG. 1920.	SEPT. 1920.	Highest Monthly Record Performance Since January 1, 1912	Per Cent Increase or Decrease September, 1920, Over Best Previous Record Inc.	Dec.	Division Standard
Philadelphia	36.8	37.9	40.7	72.3	....	43.7	18
Baltimore	13.8	13.1	14.1	16.4	....	14.0	4
Shenandoah	17.3	20.3	18.1	23.0	....	21.3	10
Cumberland (East)	64.2	53.7	55.0	....	....		
Cumberland (West)	43.6	43.0	40.6	....	....	....	...
Cumberland Total	55.9	49.7	49.3	76.3	....	35.4	16
MARYLAND DISTRICT	30.7	28.9	30.3	....	....	....	...
Connellsville	25.1	24.2	20.7	32.5	....	36.3	17
Pittsburgh	25.5	29.2	26.8	34.4	....	22.1	11
PENNSYLVANIA DISTRICT	25.3	26.5	23.3	....	....	....	...
Monongah	14.1	14.7	13.6	16.4	....	17.1	7
Wheeling	15.1	14.8	15.0	15.5	....	3.2	2
Ohio River	31.7	30.5	28.9	37.2	....	22.3	12
Charleston	12.8	14.0	12.5	14.8	....	15.5	6
WEST VIRGINIA DISTRICT	15.7	15.8	15.0	....	....	....	...
BALTIMORE & OHIO EASTERN LINES	25.3	24.8	24.4	....	....		
Chicago	31.6	31.0	31.4	41.0	....	23.4	13
Newark	25.9	26.0	27.3	36.9	....	26.0	15
New Castle	29.4	31.9	29.8	37.5	....	20.5	9
Cleveland	21.4	24.6	23.9	27.9	....	14.3	5
NORTHWEST DISTRICT	27.3	28.6	28.3	....	....	....	...
Ohio	46.1	58.2	55.4	69.5	....	20.3	8
Indiana	26.0	27.7	27.1	29.6	....	8.4	3
Illinois	21.9	20.3	22.0	29.7	....	25.9	14
Toledo	21.6	24.2	25.5	25.2	1.2	....	1
SOUTHWEST DISTRICT	25.5	27.7	28.4	....	....	....	...
BALTIMORE & OHIO WESTERN LINES	26.5	28.2	28.3	....	....	....	...
BALTIMORE & OHIO SYSTEM	25.9	26.3	26.1	....	....	....	...

Statistics show that the transportation needs of each person in the United States average 11 tons of freight moved 1 mile, daily.

If, through failure in transportation, less than the regular tonnage is moved, then some persons or some communities suffer.

The ton miles per car per day are dependent on:

(a) Tons loaded per car.
(b) Miles per car per day.

Think of these figures and do not overlook an opportunity to save a "car a day."

OFFICE OF GENERAL SUPERINTENDENT OF TRANSPORTATION—Baltimore, Oct. 1, 1920.

"Safety First" Beatitudes

Blessed is the man who weareth his goggles, for he shall never be in darkness.

Blessed is the helper that keepeth the castings piled properly, for he shall never cause his brother to suffer a crushed foot.

Blessed is the sweeper that keepeth the aisles clean, for his path shall shine bright for his fellow men.

Blessed is the machinist that taketh extra care while at his machine, for his home will never be darkened by sorrow.

Blessed be the bench hand that keepeth his tools dressed, for burrs therefrom shall never lodge in his brother's eye.

Blessed is the truck driver that exerciseth care, for he shall never say to the coroner or to his victim's family that "he didn't mean to crush out the life of their loved one."

Blessed be the man that keepeth his body in good physical condition, for he shall sleep well and not be tormented by aches and pains.

Blessed be the man in the Receiving Department who turns down nails, for he shall never have the doctor poking iodine soaked gauze into nail wounds.

Blessed be those who practice Safety First, for they shall work in peace and shall dwell with the righteous forever.—*The Goodfellow.*

"Produce! Produce! Were it but the most pitiful infinitesimal fraction of a product—produce it in God's name! 'Tis the utmost thou hast in thee. Out with it, then! Whatsoever thy hand findeth to do, do it with thy whole might. Work while it is called Today, for the Night cometh, wherein no man can work."—*Carlyle.*



1. Sir Barton. 2—Trainer Bedwell. 3 Commander J. K. L. Ross, the owner of Sir Barton and other famous race horses. 4—Sir Barton leaving his "sleeping car." 5 Stalls used on American Railway Express cars for traveling thoroughbreds. 6—H. H. Taggart, division passenger agent

Sir Barton Talks for Publication

RACE horses are not generally supposed to talk for publication. Their principal business is to keep their owners' colors in front coming down the home stretch and, when they have proved their own racing mettle, to retire to those wonderful breeding farms and there to transmit their sturdy qualities to their sons and daughters.

But I am going to make an exception this time. First, because I do not know any other class of people who are more interested in me and other race horses than you railroad folk. Second, because railroad people always try to take good care of me when I am traveling about the country. The train crew always know I am aboard. In fact, they usually come down to try to take a peek at me. And then, I am sure, the engineer strives to handle his train a little more gently than he ordinarily would, so as to save me from bruises or the breaking of my legs.

Only this morning when I came in to the Laurel station, there were quite a number of railroad people there to see me. Mr. Taggart, Baltimore Division Passenger Agent, wanted to be sure that my car was handled properly; and then Mr. Luckey, the railroad photographer, got these pictures of me as I was going over to my owner's stable. Pretty good pictures, don't you think? And I am proud to have them on the same page with those of my trainer, Mr. Bedwell, who takes such good care of me, and of Mr. Ross, my owner, who, if I do say it myself, is very fond of me.

Then there were other Baltimore and Ohio men there, men in uniform who handle the race trains out to the track. They all remarked how well I looked and what a fine horse I was. Then they got busy with those little racing books and pencils, trying to pick the winners in the races to be run that afternoon. I could tell them how impossible it is for them to "beat the races," because of my great experience. But that is not my business.

I often hear people say, "Wonder how they make race horses?"

Well, there isn't any secret about it. Of course, I and all other good race horses come from extremely aristocratic families. My father was the well known Starshoot, and my mother the much admired Lady Sterling. But my raising was much like that of any ordinary colt, except that I had the very greenest grass and the purest water, the sweetest carrots and the cleanest oats and hay. I was allowed to romp around the fields just like other colts, to get hearty and strong, before I started to match my strength with other young racing horses.

Now I am four years old, and what a world of experience I have had in that short time! Racing here and racing there under the orange and black of my owner, and (you will pardon my pride) almost always winning.

You know how wild the people in the grandstands go when the race is on. Well, I get even more excited. With the band playing and the people cheering, hats waving and other fine horses on your flanks, striving to beat you to the wire, it takes some nerve to keep your head, to respond instantly to the slightest wish or whisper of your jockey, to fight off the challengers and—to win! No wonder I sometimes tremble after a race. It isn't that I am all tuckered out nor that I am frightened. It is just the "let down" after the nervous strain. I feel just like I heard Mr. Bedwell, my trainer, express himself the other day—"just like a nervous lady."

Then comes the proud march past the cheering people. Of course, I like that; to hear the shouts of my supporters and to see the loving glances of the pretty women who watch me as I go back to my quarters.

There I am petted and patted by all the grooms and stable boys. They do take such good care of me! Up at four o'clock in the morning to give me my breakfast and always on the job to see that I am comfortable and do not catch cold.

The stalls which you see in the train picture are not the kind I travel in. I have a big box stall, sometimes to myself and sometimes with a running mate for company's sake, with deep, thick straw under foot and my groom always there to take care of me.

What is that you say: "How does it feel to lose a race?"

Well, if you don't know, I hope you will never have to learn. It made me feel pretty badly last time it happened, because there were so many, many people who thought and hoped I was going to win. Yes, I was all choked up over that race even though I knew I had done my very best—had given to my owner, trainer and well wishers all that was in me. But then my grief did not last long, after all. For right after the race, Mr. Ross, my owner, came over to my stall, put his arm around my neck and whispered in my ear: "Never mind, Sir Barton, you ran a good race. You did the best you could, old fellow, and I can't ask more. I am always going to take care of you like the grand, good and faithful horse you have been to me."

Baltimore Officers and Employes Subscribe Over $11.000 to University Hospital Fund

THE Baltimore and Ohio made a splendid showing in the recent campaign of the University Hospital in Baltimore for funds. This hospital, it will be remembered, has a Baltimore and Ohio ward for the accommodation of sick and injured employes, which has recently been enlarged and refitted. The hospital is close to our properties in Baltimore and is largely used by our own people, and these facts made the appeal of more than ordinary interest to local employes.

The complete results are given in the following letter from Mr. Murray, who had charge of the subscriptions on the Baltimore and Ohio:

OCTOBER 29, 1920.

To Heads of Departments:

Referring to our appeal of October 4 in regard to the University Hospital Fund:

I am enclosing statement showing contributions made to this Fund by officers and employes of the various departments of the Baltimore and Ohio, as follows:

Cash	$ 7,[illegible]
Pledges	3,602.00
Total	$11,[illegible]

The Baltimore and Ohio officers and employes have always displayed a fine sympathy and lofty spirit in responding to every appeal that has been made during and since the War. There has been no undertaking, whether in helping the Government by lending their money for Liberty Bonds or for humanitarian purposes,

in which they have not been splendidly generous. In this particular instance, the gifts have far exceeded the largest amount contributed for any other similar purpose. Therefore, it is with renewed pleasure I am conveying the appreciation of the Hospital establishment, that of the General Committee, and to which I sincerely add my own, for the large offering made and for the spirit in which it was done. And, will you not also kindly convey to the various committees helping to bring about this magnificent result, our grateful acknowledgment for their zealous assistance?

Very truly yours,
JAMES S. MURRAY,
Assistant to President.

Sounds Like Fiction

The following is from the Montreal, Can., *Gazette* of October 2, 1895:

NEW YORK—The Delaware and Lackawanna and Western has taken the initiative in advancing the price of anthracite coal at tidewater. The new schedule is $3.75 a ton for stove and correspondingly for other grades.

Departmental Subscriptions and Pledges to University Hospital Campaign

	CASH	PLEDGED	TOTAL
President	$500.00		$500.00
Assistant to President, Mr. J. S. Murray	100.00		100.00
Office Force	27.00		27.00
Secretary's office	5.00		5.00
Total	$632.00		$632.00
ACCOUNTING, TREASURY, FREIGHT CLAIM AND RELIEF DEPARTMENTS, UNDER THE JURISDICTION OF MR. GEO. M. SHRIVER, SENIOR VICE-PRESIDENT.			
Senior Vice-President	$137.00	$1,000.00	$1,137.00
Senior Vice-President's office force	48.00		48.00
Total	$185.00	$1,000.00	$1,185.00
Comptroller and office force	$ 36.00	$ 5.00	$41.00
Assistant Comptroller, Mr. Owens, and force	39.50	3.00	42.50
General Accountant	18.00	21.00	39.00
Special Accountant, Mr. Skilling, and force	27.00	69.00	96.00
Custodian of Records	10.00		10.00
Assistant Comptroller, Mr. Deverell, and force	55.75	65.50	121.25
Auditor Disbursements and office force	259.00	104.00	363.00
Auditor Freight Claims and office force	135.25	186.00	321.25
Assistant Comptroller, Mr. O'Malley, and force	56.00	3.00	59.00
Auditor Merchandise Receipts and force	515.75	163.00	678.75
Auditor Coal and Coke Receipts and force	71.00	86.00	157.00
Auditor Passenger Receipts and force	112.80	48.00	160.80
Auditor Miscellaneous Accounts and force	77.50	13.00	90.50
Chief Traveling Auditor	7.00		7.00
Total Accounting Department	$1,420.55	$766.50	$2,187.05
Treasury Department	$ 75.00		$ 75.00
Relief Department	334.00		334.00
General Freight Claim Department	220.00	$182.00	402.00
Chief Engineer Adjustment Division and force	65.50		65.50
Valuation Department	145.00	86.00	231.00
Total for Senior Vice-President's Department	$2,445.05	$2,034.50	$4,479.55
MISCELLANEOUS			
General Counsel		$350.00	$350.00
Law Department	$67.00	28.00	95.00
General Claim Agent and force	27.50		27.50
Tax Agent and force	6.00		6.00
Sup't of Buildings and force	44.50		44.50
Baltimore and Ohio Magazine	20.00		20.00
Camden Warehouse and Blue Line Transfer	70.00		70.00
Total for Miscellaneous	$235.00	$378.00	$613.00

	CASH	PLEDGED	TOTAL
OPERATION AND MAINTENANCE DEPARTMENTS UNDER JURISDICTION OF MR. C. W. GALLOWAY, VICE-PRESIDENT.			
Vice-President	$100.00		$100.00
Vice-President's staff	117.40		117.40
General Manager and office force	36.00		36.00
Sup't Motive Power's office force	12.00		12.00
Chief Motive Power and force	83.75		83.75
Engineering Department	215.75	$66.00	281.75
Chief Maintenance of Way and office force	37.00		37.00
Superintendent Car Service and office force	138.05	49.00	187.05
Purchasing Department	148.00		148.00
Fuel Department	25.00		25.00
Electrical Engineer and office force	20.00		20.00
General Superintendent Transportation and force	86.50		86.50
Telegraph Department	54.25	20.00	74.25
Police Department	70.00		70.00
Employment and Record Bureau	31.00	5.00	36.00
Timber Preservation	10.00		10.00
Signal Engineer and office force	9.00		9.00
Mt. Clare Shops	1,005.20	589.00	1,594.20
Baltimore Terminal Division	1,329.28	48.00	1,377.28
Baltimore Division	130.80		130.80
Riverside Y. M. C. A.	1.50	11.50	13.00
Total for Operation and Maintenance Department	$3,660.48	$788.50	$4,448.98
TRAFFIC DEPARTMENT, UNDER JURISDICTION OF MR. A. FRIES, VICE-PRESIDENT.			
Vice-President and Staff	$119.00	$14.00	$133.00
Passenger Traffic Manager and Staff	61.50	12.00	73.50
Coal Traffic Manager and Staff	44.00		44.00
Manager Mail and Express Traffic and force	27.00		27.00
Commercial Development Dep't	49.00		49.00
Foreign Freight Agent and force	20.00		20.00
Freight Tariff Bureau	36.25		36.25
District Freight Agent and force	18.00		18.00
General Baggage and Milk Agent and force	11.00		11.00
Dining Car Department	35.50	25.00	60.50
Total for Traffic Department	$421.25	$51.00	$472.25
MISCELLANEOUS — OTHER THAN OFFICERS AND EMPLOYES.			
Mrs. Geo. M. Shriver		$250.00	$250.00
Mr. John Wesley Brown		100.00	100.00
Mr. Charles B. Roberts	$25.00		25.00
Mr. Theodore Wells Pietsch	5.00		5.00
Mr. H. W. Ordeman	1.00		1.00
Total	$31.00	$350.00	$381.00

SUMMARY

Executive Department	$ 632.00		$ 632.00
Senior Vice-President's Dep't	2,445.05	$2,033.50	4,479.55
Vice-President Operation and Maintenance Department	3,660.48	788.50	4,448.98
Vice-President Traffic Department	421.25	51.00	472.25
Miscellaneous Departments	235.00	378.00	613.00
Other than Employes	31.00	350.00	381.00
GRAND TOTAL	$7,424.78	$3,602.00	$11,026.78

Salvaging Wrecked Freight

(*Continued from page 13*)

bags, paper bags, twine, small quantity of lumber, shooks, nails, etc., to be used in salvaging the freight so far as it is possible to do so. In handling heavy articles with the crane, care should be used in placing the hooks or chain on the shipment, so as to eliminate as much damage as possible.

Here is a specific illustration:

Cars loaded with caustic soda in drums were derailed. In picking up these drums it was done with a hook similar to ice tongs and the hooks penetrated the drums, permitting air to get to the soda, thereby causing the soda to lose its chemical value. We are now presented with a claim of $1,300 to cover the value of this consignment.

This is but one of many similar instances. A little thought, a little careful judgment, and handling the derailed freight as if it were our own, will help us cut down our claims arising from derailments.

How the New Castle Division Has Increased its Net Train Load

By A. C. Harris
Assistant Chief Clerk

THE figures issued recently in the statement, "Net Train Load—January, 1916, to December, 1920," disclose some very interesting data and, so far as the New Castle Division is concerned, the results indicated are certainly gratifying.

In analyzing any set of figures showing an increase in train load there are several important factors that must be given serious consideration before arriving at any conclusion. Increased efficiency can only be granted as an actual fact where it is shown that the train loading has increased over previous periods under exactly the same operating conditions.

An increase in the train load is naturally to be expected where,—

1st—Heavier power is furnished.
2d—Curves and grades are eliminated or reduced.
3d—Radical changes in operating standards are made to permit handling heavier trains.

Business will, of course, fluctuate to a great extent, and the falling off of business in any one direction and the resultant necessity of moving power, either light or with reduced trains, seriously affects the average train load. But under ordinary circumstances this can be disregarded, for such conditions are not infrequently met with each year and the general average will show clearly the efficiency attained.

Beginning with the fiscal year of 1912, the average net train load on the New Castle Division for each year follows:

Year	Fiscal or Calendar	Net Train Load
1912	Fiscal	764
1913	Fiscal	825
1914	Fiscal	758
1915	Fiscal	908
1916	Fiscal	965
1916	Calendar	950
1917	Calendar	1027
1918	Calendar	1059
1919	Calendar	1132
1920	January to July, inclusive	1130 Approximately

While this statement shows a general encouraging progress in heavier train loading through all these years, the intensive campaign in this direction apparently did not begin to bear real fruit until 1917. During this year and the succeeding years the average has greatly improved. No material changes in the motive power or in the physical conditions of the division can explain the increase in train load since 1917, and it can only be attributed to wise leadership, careful planning and team work in increasing efficiency.

During 1917 and the early part of 1918 Superintendent Van Horn made great strides towards the standards set, and our present Superintendent Stevens has been able not only to keep up the pace but to surpass all previous records. This improvement has been made during a period of extraordinary demand for labor, at prices much beyond the reach of the railroads of the country, and the forced use of much inferior labor. In 1920 the climax was reached when experienced men deserted the railroad service in appalling numbers. The ranks were filled with any class of labor that could be secured, without regard to previous railroad experience, but in the face of these seemingly insurmountable difficulties, the net train load was maintained at a point equal to the 1919 high record and with a splendid chance of making a new high mark.

We are proud of our record on the New Castle Division, but not to the point where we have lost interest in the future in the contemplation of our past records. We know that Superintendent Stevens and our supervising organization are capable of the planning necessary to increasingly efficient service, and we further know that, once the plan is formulated and the details outlined, we men in the ranks are going to continue our drive for greater, and still greater, efficiency.

Other railroads have boasted of the loyalty of their employes, of the splendid *esprit de corps* that holds their men at their tasks in the face of any odds. This also is a characteristic of the Baltimore and Ohio employe, because of the common knowledge that our railroad is doing better work than ever.

—

A Nickel a Day

Note—The following is a copy of a letter sent by Master Carpenter R. C. Henderson to the employes of his department on the Toledo Division.

IN a magazine which I read a few days ago, the Editor had compiled figures on the railroad employes in this country. The following is what he found:

"A NICKEL A DAY"

"If each of the 2,000,000 employes in railway service, from the waterboy on the extra gang to the highest executive, saves five cents for his road each day, by greater and more intelligent effort; by greater care of plant, materials and fuel; by the elimination of waste; or by the adoption of improved methods, the total saving in a year of 300 working days will be $30,000,000, or enough to buy 400 locomotives, 10,000 freight cars or 600,000 tons of rail. Or suppose that each of the 500,000 maintenance of way employes saves five cents a day in this way, this alone will aggregate $7,500,000 in a year, or enough to buy over 5,000,000 ties."

On the Toledo Division there is an average of 800 employes in the Maintenance of Way Department. The five cents per day would amount to about $14,000 per year. With about 100 employes in the B. and B. Department the amount would be about $1,500. I am quite sure we can save as he states, or more, if we put our shoulders to the wheel and shove just a little harder. Let us try.

One of the things our superintendent has promised to do is to increase the car mileage on the Toledo Division. As we are in the business solely to give efficient transportation, let us do all we can to make his promise good. There are numerous ways we can help on this. Cars must be loaded and unloaded without delay; checking up Company material each day, regardless of to whom it is consigned, and doing everything we can to speed up car movements



Assured that our readers will welcome advice and suggestions on the all-important problem of health preservation and life extension, based on the latest advances in medical science, it will be the purpose of this section of the MAGAZINE *to present brief and instructive articles each month by members of the medical staff of the Relief Department. We know our efforts will appeal to our readers. If only a few profit by the advice offered, our contribution to the sum of human happiness will be considerable, and our service of value. The addition of one, five or fifteen years to a life is well worth the task.*

Exercise

By Dr. J. P. Lawlor,
Medical Examiner, Parkersburg, W. Va.

OUR RAILROAD family is made up of an army of individuals, each of whom is moulded and patterned, in our shops of experience, to fit into his proper place, so that we may have a smoothly running machine.

Should any one of the individuals break down, from whatsoever cause, we would have a jar, at least, in the harmony of the whole. It is essential, therefore, that caution be taken and care used, to the end that each one of us shall be in the best possible condition; and one of the ways of attaining and maintaining the harmony necessary for our operation is *exercise*.

When we speak of *exercise* a number of things come into our minds. We have, for instance, certain movements of the muscles of the body, to develop special parts. That is seen in the case of the trained athlete. We have certain definite rules laid down for the training of the memory. The musician has impressed on him, from the time of his first lesson, the importance of constantly going over and over the notes of his music and the keys of his instrument.

It is not, however, with such an end in view that we speak of *exercise*, but rather as a means towards keeping ourselves in a healthy condition.

In order to have this great machine, of which we are a part, perform its proper function, it is necessary that each part engage in various kinds of work. We have, therefore, many employes in shops, on the tracks and trains, and in the offices.

How then are we to speak of *exercise* to these, the very nature of whose work seems to be *exercise?*

I would not say to the man who has been working in the shop expending his physical force in muscular energy, to go into the gymnasium; nor would I say to the office man that he should continue the mental strain to which he has subjected himself during his hours on duty.

How are we, therefore, to *exercise?* The man who has been engaged in physical or manual labor, should rest his muscles and use his brain. He thereby draws to that part of his body the blood supply which has been otherwise employed. This can be done by helpful reading, attending proper shows and the like.

The man who has been using his brain, should go to the gymnasium, and indulge in the various sports. He should play baseball, swim, and take long walks.

All *exercise* should be taken in the open, if possible, so that the poisons which have accumulated during the hours of work may be eliminated through the various channels of the body.

There are times during which we should refrain from *exercise*. It is a fallacy to suppose, as some do, that we should *exercise* to help digest a full meal. By doing so we draw from the stomach, the blood which is necessary for the proper work of that organ, and set up a train of ills which will take a long time to correct. We should give sufficient time for our food to leave the stomach before undertaking any kind of exercise.

It may be asked, finally, "How long should we *exercise?*" The answer is: Never to the point of exhaustion. We often hear people say, "I am tired." This is a "Stop" signal, beyond which we should never go. It is a warning which, if not heeded, will cause disaster.

If we wish to make and keep ourselves the proper piece of machinery in the proper place, we can do so by judicious *exercise*.

Each of us, in health—and we do not refer to the disabled among us, those who need the care of the skilled medical and surgical adviser—should be able to choose that form of *exercise* which best suits the individual condition.

We will find, if we give some little thought to the suggestions outlined, that we will maintain a "sound mind in a sound body."

Why Every Baltimore and Ohio Employe Should Be a Member of the Red Cross

AN OLD Roman writer and statesman once said: "Good Health and Good Sense are two of life's greatest blessings." That old Roman certainly knew what he was talking about. He knew in a hundred or so B. C. something which the American public in 1920 A. D. is just beginning to understand.

Good Health! The foundation upon which reposes the happiness of the people and the strength of the nation!

Most of you, probably, are married men with families and responsibilities. Or you will be some day! Oh, yes, Mr. Bachelor. But did you ever stop to think how the health of your neighbor, of your community, affected you and yours? Or how the carelessness of your neighbor might bring tragedy to you?

During the year 1919, 1,250,000 persons in the United States died from sickness. And 750,000 of them died of *preventable* disease. While *today* there are fully 3,000,000 sick persons in this country.

During the nineteen months we were at war, 45,000 American boys died on foreign soil in action or from wounds. But, ten times that many, 450,000 American babies, under one year of age, died in this country during the same period.

Last year 100,000 persons in the United States died as a result of accident. Of these, 10,000 were killed in railroad accidents. In addition 200,000 were injured in railroad accidents.

A fact which amazed the nation at the time, but which now is widely known, is that during the selective army draft, 35 per cent. of our young men were rejected because of physical disability.

Do these figures interest you? Have they any connection with your health, or that of your wife, son or daughter?

Well, what are you going to do about it? Pay no attention to it? In one ear and out the other? Or are you going to do your part to make this world a healthier, better and safer place in which to live?

Does your wife or daughter know the simple duties in home care of the sick? Do they know what you should have to eat, in order that you may do your best work, or what the growing school-children should have in order that their mental development may not be retarded? Do you or your family know and follow preventive measures for sickness and disease? Do you know what to do in case of accident emergency or how to hold what remains of life until a doctor can be brought to the scene?

That you, with all America, may answer to that question "I do" is the peacetime aim of the American Red Cross and for this reason it has adopted the spreading of public health for its peacetime program.

The Red Cross is cooperating with other health agencies, or when necessary, acting alone, in establishing Health Centers in American communities; in providing Public Health nurses for town, city and rural communities; in disseminating health knowledge and health information; in establishing Baby Clinics and Nutrition Centers for the coming generation; and classes in First Aid, Home Care of the Sick and Dietetics, for the benefit of the present one.

More than 200 Red Cross Health Centers have already been established while about 400 other Chapters have taken up other health activities. One thousand Red Cross nurses have entered the field of public health nursing, sixteen training centers are in operation and $200,000 in scholarships have been provided for the training of additional public health nurses. 92,000 women and girls were graduated last year from 7,943 Red Cross classes in Home Care of the Sick and Dietetics; 6,967 persons completed the course in First Aid and 465 took advanced instruction.

There are, however, thousands of homes where the wife and mother knows nothing of the laws of hygiene or dietetics, thousands of men and women who know nothing of First Aid and Life Saving, thousands of babies dying of neglect and children suffering from malnutrition and correctable physical defects.

If the Red Cross continues its triumphant health campaign, eventually every community will give to its citizens a chance to be taught the laws of health. But without the support of the American people this health program cannot be carried out.

Every man, woman and child in the United States, employe and employer, professional man and laborer, writer, artist and trader should answer the Red Cross Roll Call November 11–25. It is *your* organization, carried on for you and yours as well as for your neighbor. Get together for the Red Cross.

Relief Department—Advisory Committee

Conducting Transportation Department

W. S. Berkmeyer	Conductor	Canton, Ohio.
J. H. Coulbourn	Passenger Brakeman	Philadelphia, Pa.
George G. James	Conductor	Baltimore, Md.
John F. Wunner	Clerk	New York, N. Y.

Motive Power Department

L. A. Cather	Machinist	Fairmont, W. Va.
William D. Lenderking	Plumber	Baltimore, Md.
Henry Loveridge	General Foreman	East Chicago, Ind.
H. W. Oldenburg	Car Inspector	Cincinnati, Ohio.

Maintenance of Way Department

Ira E. Baker	Section Foreman	Kanawha Station, W. Va.
J. J. Price	Account Clerk	Newark, Ohio.
J. W. Richmond	Water Station Foreman	Garrett, Ind.
J. F. Thome	Section Foreman	Aviston, Ill.

Statement of Pension Feature

Employes who have been honorably retired during the month of September, 1920, and to whom pensions have been granted:

Name	Last Occupation	Department	Division	Years of Service
Clark, John	Crossing Watchman	Cond'g Transportat'n.	Indiana	45
Cyphers, James	Watchman	Cond'g Transportat'n.	Pittsburgh	29
Glancy, John	Conductor	Cond'g Transportat'n.	Toledo	50
Jones, John H	Night Ticket Agent	Cond'g Transportat'n.	Cumberland	33
Morrison, Joseph R	Groundman	Telegraph	All	18
Orndorff, John H	Clerk	Stores	Baltimore	33
Sperry, William H	Locomotive Engineer	Cond'g Transportat'n.	Toledo	45

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1919, $333,807.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to June 30, 1920, amount to $4,088,923.60.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Diven, Franklin M	Y'd Enginem'n	C. T.	[illegible]	[illegible]	52
Medert, Louis	Ass't Storek'p'r	Stores	Ohio	September 2, 1920	48
Shriver, Peter J	Engineman	C. T.	Cumberland	September 22, 1920	44
Stivers, Thomas H	Car Repairer	M. P.	Main Line	September 11, 1920	45

Overheard at the Medical Quiz

Prof. Sapio.: Dr. Smith, what is lumbago?

Dr S.: It is pain in the back.

Prof. Sapio: What is the cause of it?

Dr. S.: A rheumatic tendency aggravated by overexertion, or chilling of the body, and very commonly by a combination of both.

Prof. Sapio: How is this distinguished from a sprain of the back?

Dr. S.: A sprain disables at once, and is nearly always due to lifting a heavy weight in an unnatural position.

The onset of lumbago is usually slow, and the active symptoms may develop during even slight effort, and have no direct connection with it.

Prof. Sapio: Quite right. If the back is actually sprained, the patient is usually disabled for weeks and recovery is very slow, while lumbago may last only a short time and may disappear suddenly.

Let Every Employe Get a Home

Somerset, Pa., October 4, 1920.

Superintendent Relief Department,

Dear Sir—Received the following papers regarding my home:

Policy of fire insurance; abstract of title; several tax receipts; mortgage.

I cannot speak too highly of the Relief Department for the way they treated me in securing our home, and I will say, "let every employe of the Baltimore and Ohio get a home through the Relief Department."

Yours truly,

(Signed) R. F. Taylor,

Motive Power Department.



ROBERT M. VAN SANT, *Editor*
MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Real Cause for Thanksgiving

Thanksgiving of this year marks a great transition from Thanksgiving of last year in so far as the railroad situation is concerned. At that time our railroads were under Federal control, and an effort was being made in certain quarters, and by some persons in high places, to perpetuate that form of control, which had been instituted purely as a war emergency, and, if continued after that emergency, would have changed the fundamental policy of private ownership in this country. Fortunately, better counsel prevailed, and the best thought of the country combined to produce and enact the Transportation Act of 1920, under which the railroads are now functioning. This Act will undoubtedly be modified from time to time as circumstances demand. If does not satisfy all the vast and conflicting interests represented in the railroad problem, but it is generally felt that it is a marked step in advance in its solution.

It provides, among other things, a definite rule for rate making for its agent, the Interstate Commerce Commission, and it definitely states in the law that rates shall be so fixed as to yield an adequate return to the railroads. In a measure, therefore, the financial integrity of the railroad properties of the United States is assured, resulting not only in renewed confidence on the part of the millions of stockholders in railroad properties, but in the fact that the railroads will be able, in a degree at least, to maintain their track, secure adequate motive power facilities and make some of the many other necessary additions and improvements to their structures. This in turn promises an era of good service which, particularly after the inadequate facilities provided during Federal control, will be greatly appreciated by the public at large.

Perhaps no provision of this Transportation Act is more important, however, than that relative to the adjustment of wages and working conditions between the railroads and their employes. The Act insures to all railroad workers in the so-called subordinate classifications, the privilege of placing their claims in regard to wage adjustments and working conditions before a board of nine men, three of them chosen by the employes themselves, three by the railroad managements and three appointed by the President of the United States.

As has frequently been pointed out in these columns, this provision should effectually eliminate strikes and other manifestations of strife between employer and employe. One of the most hopeful signs in the industrial structure of the country is the fact that since the recent wage increase granted by the Labor Board, labor troubles on the railroads have become quite inconsiderable.

There is also every indication that the railroad business has reached a new standard of efficiency since the passing of this Act and the return of the roads to private control. Leadership on the railroads is proving itself capable, cooperative, and broad-visioned, and under the stimulus of this leadership the men in the rank and file seem to be responding with increasing interest in their work and a desire to give good service to the public. It is earnestly to be hoped that these good signs will continue and that as the months come and go there will be an even stronger development of the loyalty which, before the war, the railroads were given by a large majority of their employes; that the public service character of the railroad organization may become more clearly realized by the Management and men than ever before; that the prosperity and satisfaction which inevitably come to an organization which is producing in an efficient and useful manner the transportation commodity which the public needs, may be the reward of the railroads and their employes because of the splendid service they are giving to the public.

—

A Remedy for Decreasing Business

Reports of gross ton miles for September show a total somewhat less than for the record-breaking month of August. And it is fair to assume, on the basis of past performances and current business forecasts, that as we get along into the winter there will be further decreases from month to month.

This tendency brings up the question: "How can the individual employe help increase this normally declining business, maintain gross revenues at a high level and keep the working forces of the Railroad as near the peak as possible?" An important question, affecting every one of us, and which can be answered here only briefly.

It is impossible for any of us to increase the whole volume of business offered in the country, more particularly that part of the business offered in the territory covered by our lines. That situation is controlled almost altogether by economic factors beyond our reach. The question facing us is, therefore: "How can we get a bigger share of the business which is being offered to the carriers in our territory?"

Yesterday one of our civil engineers came into the office and said:

"I came over from Washington to Baltimore on No. 4 this morning and had breakfast in the diner, and you ought to have heard the conversation at the next table."

Questioned, he said that two business men spoke in high terms of the splendid breakfast they were enjoying, of the great courtesy shown to the travelers by our employes in general, and they agreed that thereafter, wherever possible, they would use the Baltimore and Ohio, which, before that experience, had not been in their favor.

Credit two new customers to the Dining Car Department and some other thoughtful and courteous employes. Too bad we don't know who they are!

Here is another illustration:

A real estate broker got on No. 1 at New York, bound for Middletown, Va., and, sitting in the smoker, he vouchsafed the information that he never would have ridden the Baltimore and Ohio had he been able to get to his destination by any other railroad.

That, however, was during the early part of the trip. His acquaintance, a Baltimore and Ohio employe, got busy. He mentioned the evenness of the roadbed and

the smoothness of the stops and starts made by the engineer, as noticeable as the usual thing on the Baltimore and Ohio as it is for being the unusual thing on certain other railroads. He pointed out the beauties of the Blue Ridge foot hills across the yellow harvest fields of central New Jersey. When they went into the dining car together for a "Dutch treat," the railroad man suggested one of the inexpensive, unusual and tasty special egg dishes, provided by our Dining Car Department, and a wedge of car-baked pie.

The lunch settled the question of the Baltimore and Ohio in the traveler's mind, and when the pair shook hands, good-bye, at Baltimore, the former knocker of our Railroad had very naturally become an ardent booster and well-wisher.

We mention the observations on passenger trains because they come to our notice. There are undoubtedly thousands of employes in our yards and on our freight trains who are taking unusual interest in their work and in the giving of good service in handling commodities, and are bringing business to the Railroad.

Wouldn't every employe of the Baltimore and Ohio like to see our present heavy business continue? Wouldn't every employe like to see the System payroll continue big, our shops singing with heavy repair work and the personnel kept at full strength? Wouldn't every employe like to see our passenger trains crowded and the increasingly good reputation of the Baltimore and Ohio finally become the standard by which all other railroads are judged?

It can be done, but only in one way; and that is if the Company has the interest, the real interest, of every employe in its progress and in its prosperity. The Management cannot do it alone. Leadership cannot do it alone. We have both these factors—capable, conscientious, square-dealing, progressive. And when we all realize the truth of the axiom that whatever benefits the Company benefits everybody connected with it, we will come to that stage of the game at which shippers will clamor for Baltimore and Ohio service, because it is the standard service, and at which passengers buying tickets at Consolidated ticket offices will say when asked on which road they wish their tickets: "The Baltimore and Ohio, OF COURSE."

—

College Football Season

The baseball scandal will have no effect in diminishing interest in the college football season; the effect, if any, will be the opposite. There is no question of the honesty and the earnestness with which college athletic contests are fought to an end. There is often reason for believing that athletic sports receive too much thought, and other things too little, in the college world. There is sometimes an exaggerated sentimentality in the expression of college loyalties. But there is never any question of the sincerity or the fine sportsmanship with which a student body cheers and supports to the last whistle, and after, a team that may be suffering overwhelming defeat.

Nor is there any question that the players, fired by the same spirit, give all that is in them and more. The watchfulness of the college coach is more needed to take exhausted or injured players out of a game, overruling their courageous protests, than it ever is to drive men doing less than their best. The contrast between the spirit of college sport and the throwing of the world baseball series of 1919, is complete. The sport-loving public will turn to college football with an interest born of the knowledge that it will be played through to the limit of strength and endurance.—*Springfield Republican.*



Ripples

Two employes, friends, were climbing the stairs from the lower to the upper level at Camden Station, Baltimore. One of them saw a passenger struggling with a heavy suit case and offered his help. It was accepted and, when the bag was safely deposited on the upper level, the gratitude of the passenger was ample reward for the trouble taken.

A few days ago the two employes again met after not having seen each other for about a year.

"Bill," said the one, "the lift you gave that passenger with the heavy bag about a year ago at Camden made a hit with me."

His companion had completely forgotten the incident. The speaker went on:

"When I got back home, I made up my mind that I would follow suit. The first chance came on one of those slippery days we had last winter. You know the principal hotel in our town is only a couple of blocks from the station. I was skidding by the hotel entrance one morning when an elderly gentleman, also skidding, came out with a heavy bag, and the little lift I gave him down to the station developed into a pleasant conversation and that into a nice acquaintance. Now I am playing this helping hand game whenever I get a chance."

The constant contact between railroad employes and railroad passengers in stations and on the trains provides innumerable opportunities for offering the helping hand.

The mother traveling alone with two or three children and encumbered with heavy bags—has your own wife or sister or mother ever had to do this? If so you know the anxiety it caused you when you said good-bye to them at the train. Keep your eye open for this opportunity.

Foreigners; so many of them are traveling westward on our lines now. Have you ever put yourself in their place—imagined you were in a foreign country whose language and customs you knew nothing about, in a strange place and among strangers, you with your general intelligence and your experience in traveling? Lend a hand to the ignorant foreigner with his big family and his worldly possessions in unwieldy and flimsy trunks and bags and packages.

The Christmastide will soon be with us with its attendant train of heavy passenger travel, its bundles and boxes cluttering our trains, and, if we feel its most significant spirit—a mellowing of our sympathies.

Lending a helpful hand probably won't fatten your own pay envelope nor increase the Railroad's revenue, but for some person or persons you may turn a disappointment into a pleasant experience, may bring a smile where there might have been a tear. And there is a lot of satisfaction in that.

—

CAR MILES, CAR MILES, CAR MILES, CAR MILES,
CAR MILES, CAR MILES.



First Bid for Locomotives on The Baltimore and Ohio

Four Thousand Dollars Offered for Model to Haul Fifteen Tons Fifteen Miles per Hour

ON JANUARY 4, 1831, the Baltimore and Ohio Railroad Company issued an advertisement to the inventive genius and mechanical skill of the country, offering most liberal inducements for the production of locomotive steam engines. It read as follows:

"OFFICE OF THE BALTIMORE AND OHIO RAIL ROAD COMPANY.

BALTIMORE, 4th January, 1831.

"The Baltimore and Ohio Rail Road Company being desirous of obtaining a supply of Locomotive Engines of American manufacture, adapted to their road, the President and directors hereby give public notice, that they will pay the sum of Four Thousand Dollars for the most improved Engine which shall be delivered for trial upon the road on or before the 1st of June, 1831—and that they will also pay Three Thousand Five Hundred Dollars for the Engine which shall be adjudged the next best and be delivered as aforesaid, subject to the following conditions, to wit—

1st. The Engine must burn coke or coal, and must consume its own smoke.

2nd. The Engine, when in operation, must not exceed three and one-half tons weight, and must, on a level road, be capable of drawing day by day, fifteen tons, inclusive of the weight of the wagons, fifteen miles per hour. The Company to furnish wagons of Winans construction, the friction of which will not exceed five pounds to the ton.

3rd. In deciding on the relative advantages of the several Engines, the Company will take into consideration their respective weights, power and durability, and all other things being equal, will adjudge a preference to the Engin weighing the least.

4th. The flanges are to run on the inside of the rails. The form of the cone and flanges, and the tread of the wheels must be such as are now in use on the road. If the working parts are so connected as to work with the adhesion of all the four wheels, then all the wheels shall be of equal diameter not to exceed three feet, but if the connection be such as to work with the adhesion of two wheels only, then these two wheels may have a diameter not exceeding four feet, and the other two wheels shall be two and a half feet in diameter, and shall work with Winans friction wheels, which last will be furnished upon application to the Company. The flanges to be four feet seven and a half inches apart from outside to outside. The wheels to be coupled four feet from the centre to centre in order to suit curves of short radius.

5th. The pressure of steam not to exceed one hundred pounds to the square inch, and as a less pressure will be preferred, the Company in deciding on the advantages of the several Engines will take into consideration their relative degrees of pressure. The Company will be at liberty to put Boiler, Tire Tube, Cylinder, &c., to the test of a pressure of Water not exceeding three times the pressure of the Steam intended to be worked, without being answerable for any damage the Machine may receive in consequence of such test.

6th. There must be two safety valves, one of which must be completely out of reach or control of the Engine man, and neither must be fastened down while the Engine is working.

7th. The Engine and Boiler must be supported on springs and rest on four wheels, and the height from the ground to the top of chimney must not exceed twelve feet.

8th. There must be a mercurial gauge affixed to the machine with an index rod, shewing the steam pressure about fifty pounds per square inch, and constructed to blow out at one hundred and twenty pounds.

9th. The Engines which appear to offer the greatest advantages will be subjected to the performance of thirty days regular work on the road: at the end of which time, if they have proved durable and continue to be capable of performing agreeably to their first exhibition, as aforesaid, they will be received and paid for as here stipulated.

P. E. THOMAS, *President.*



Development of the locomotive. Davis "York," Baltimore and Ohio Railroad, after remodeling by Ross Winans, 1831

N. B.—The Rail Road Company will provide and will furnish a tender and supply of water and fuel for trial. Persons desirous of examining the road or of obtaining more minute information, are invited to address themselves to the President of the Company. The least radius of curvature of the road is 400 feet. Competitors who arrive with their Engines before the first of June, will be allowed to make experiments on the road previous to that day.

The Editors of the *National Gazette*, Philadelphia *Commercial Advertiser*, New York, and Pittsburg *Statesman*, will copy the above once a week for four weeks and forward their bills to The Baltimore and Ohio Rail Road Company."

During the summer of 1831, in pursuance of this call upon American genius, made by the Directors, three locomotive steam engines were produced upon the Railroad, only one of which, however, was made to answer any good purpose. This engine, called "The York," was built at York, Pa., by Phineas Davis (or rather Davis and Gartner), and, after undergoing certain modifications, was found capable of conveying 15 tons at 15 miles per hour, on a level portion of the road. It was employed on that part of the road between Baltimore and Ellicott's Mills, and generally performed the trip to the Mills in one hour, with four cars, being a gross weight of about 14 tons. The engine was mounted on wheels like those of the common cars, of 30 inches diameter, and the velocity was obtained by means of gearing with a spur wheel and pinion on one of the axles of the road wheels. The curvatures were traveled with great facility by the engine, its greatest velocity for a short time on a straight part of the road having been 30 miles per hour. It frequently attained a speed of 20 miles, and often traveled in curvatures of 400 feet radius, at the rate of 15 miles per hour. The fuel used in it was anthracite coal, which answered the purpose well, but the engine weighing but three and a half tons was found too light for advantageous use on ascending grades.

The performance of this engine fully confirmed the Board and its Engineer corps that locomotives might be used successfully on a railway having curves of 400 feet radius, and from that time forward, every encouragement was given by the Company to the inventive genius of the country to improve on the partially successful experimental engine that had been produced by Mr. Davis.

Various ingenious experiments were made during the year 1832 in the construction of locomotive engines, while the one built by Davis and Gartner, of York, Pa., continued in daily service, drawing trains on an average 80 miles per day. They had also put into service on the Road a second engine of greater weight and power called the "Atlantic," which proved equally successful. Peter Cooper, of New York, who had previously introduced an engine on the Road, continued his efforts to bring it to perfection. George W. Johnson and Minus Ward, of Baltimore, Md., T. Welsh, of Gettysburg, Pa., and Thomas James, of the city of New York, were also engaged in this then new and important branch of the mechanical arts.

Veteran Engineers, Do You Remember These Engines?

THE accompanying photograph is of pensioned Pipe Shop Foreman E. M. Barrett, well known to our Newark Division readers.

Mr. Barrett was born September 15, 1844, and first entered the service of the Baltimore and Ohio in 1859 in the Copper and Tin Shop at Zanesville. After service in the Civil War, he re-entered the service of the Railroad at Newark, where he was continuously employed until his retirement in 1910. He is the only surviving member of the shop supervisory force working at Newark, Ohio, when he was first appointed pipe shop foreman there in 1874.

We are indebted to Mr. Barrett for the following list of engines running into or through Newark in the early days of his Railroad service, when locomotives were designated by names instead of numbers:—

Antelope, Reindeer, Lion, Tiger, Leopard, Panther, Hero, Mastodon, Muskingum, Licking, Franklin, H. J. Jewett, George T. Clark, Whitmore, Belmont, Zanesville, Kenton, Firefly, Hiawatha, Pickwick, May Queen, Pataskala, Robert Garrett, Washington City, James Brady, New York, Baltimore, Philadelphia, St. Louis, Wheeling, Fassett, Elk, Black Hand, William Price, David Lee, William Wing, D. W. Caldwell, Flying Cloud, Director, E. M. Stanton, Chauncey Brooks, John W. Garrett, Guernsey.

The above were all wood burning engines, equipped with copper and brass flues, and copper flue sheets.



E. M. Barrett

The Engineer's Creed

By Engineer Joel F. Covell

I WAS employed by the Baltimore and Ohio Railroad in the month of October, 1878, and I must say have been treated nicely by everybody. I have been going in and out of the office for 42 years and have no regrets. I have always been treated as a gentleman by the officers and clerks.

It is often said that our homes are what we make them. If this be true, then let's make our Baltimore and Ohio Railroad home one of the best, by being pleasant to one another. Get this spirit. You will find that it pays better than strife and contention.

It has been said by one of our officers that as we grow older we see things with a broader view. That is true, for I can look back and note how I saw things at the age of 25, and how they appear to me now, at 64 years of age. Oh, what a difference!

The Good Book tells us that you must become as a little child, to enter the Kingdom of Heaven. These thoughts have been running in my mind for sometime; if we could only get this simple faith in God and man and not so much on denomination! I will now give you my thoughts on denomination, by taking an engine for illustration.

The Locomotive

The head-light represents the eye of God; the stack, the finger of God, pointing heavenward.

The engineer is the Master, the time-table in the rack is the Holy Word of God.

The tender is not loaded with coal, but is loaded with Faith and good deeds.

The tank is not filled with water, but instead it is filled with the Holy Spirit, the Great Three in One.

The roadbed is not the broad gauge, but the narrow gauge representing the straight and narrow path that never leads astray, but leads to Eternal Life.

The train reaches all around the world.

The coaches are filled with people and on the sides of them is written in blood red, representing the blood of the Blessed Christ—not Baptist, not Methodist, nor Lutheran, nor Catholic, or any other denomination or creed—but there is written very plainly, "The children of God returning home."

To remind you of some of God's words: "He that thinketh he hath no sin, deceives himself and the truth is not in him. None are perfect; no, not even one."

This is the Book of all Books. The one from which we get wisdom from on High.

Given Out

"Information given out here?" asked an excited traveler as he rushed up to the Bureau of Inquiries.

The tired attendant looked at the traveler and replied:

"It has."—*Ladies' Home Journal.*

Women's Department

Edited by MARGARET TALBOTT STEVENS

Thanksgiving Time

There's an echo of gladness, an anthem of praise
That resounds through the woodland on November days.
O, 'tis heard on the hilltop, it floats on the breeze,
From the depths of the vale to the tall forest trees.

There's a song of rejoicing that fills earth and sky
As the footsteps of Autumn go hurrying by,
When the heralds of Winter their message proclaim,
And the hearthstone's dull embers now kindle aflame.

There's a rustle of laughter from turrets and eaves
Where jolly old North Wind flings heaps of dry leaves,
For Nature is singing her glad roundelays
And Woodlands re-echo her anthems of praise.

A Woman Who Has Three Hobbies

MRS. F. W. FRITCHEY, wife of Master Mechanic Fritchey, Riverside, has three hobbies: her children, woman suffrage, and Safety.

Mrs. Fritchey, who came from Ohio to Baltimore two years ago, was the first woman in Baltimore to announce her intention of becoming a citizen of Maryland in order to qualify for voting. She is the granddaughter of Mrs. Evelyn Shurr, who campaigned with Susan B. Anthony for women's rights.

Contrary to the once popular belief that the woman's place is in the home and not at the polls, Mrs. Fritchey believes that a woman can attend to her household duties, to her children and to her social duties, and still have time to vote. Moreover, she can also find time to devote to Safety. "It is a little thing," says Mrs. Fritchey, "to call to your husband and children, as they are on their way to work or to school, to be careful in crossing the streets, but it is a thing that counts."

Mrs. Fritchey is determined never to grow old. She plays, talks, and dances with her four children. Nothing that they wish her to do is too great an undertaking for her; nothing could separate her from them; nothing that they do has too little interest for her. Eugene, her eldest son, is in the Navy. Last December he wrote her that he would be at home for New Year's Day. On New Year's Eve the family waited and waited, but Eugene did not appear. The others went to bed, but mother stayed up and waited. At 12 o'clock he came—she knew he would—and the two sat up, talking about the things that mothers and sons who are boon companions know how to talk about. And then, because Eugene felt like dancing, mother was willing, and they had the jolliest kind of a time.

She is a typical "home woman," and yet, she finds time to look after the interests of other folks as well as her own. Many of our Railroad men, especially at Riverside, who have met with accidents that have sent them to the hospitals, have come to know the kindly face of this mother, who adopts them all and looks after them.

"Nobody could go into the hospitals," she says, "and look upon the suffering among the railroad men without wanting to do something for the Safety Campaign; nobody could see these things and not understand. But sometimes we have the terrible habit of forgetting, even after we realize the situation. We ought not to forget.

"Safety, like government, begins in the home. Our children are the future citizens of the world; the mother who is capable of raising them is capable of instilling into them the principles of Safety, and she is capable of voting.

"The first thing that inspired me to think seriously about the Safety campaigns was an article by Mr. Ennes, general manager, Eastern Lines, published in *The Sun*; then came another interesting article by Mr. Walker D. Hines, who endeavored to interest women in the work. It is the husbands of women, who make no effort to establish Safety campaigns in their own homes, who are the most careless men that we have on the Railroad. If these men and their wives would only realize that the officers of the Baltimore and Ohio have a personal interest in their welfare as well as the interest that they would naturally have in the loss of a good worker, what an improvement in the decrease of accidents might be brought about. I am sorry that all of our Railroad men and women did not hear the splendid speech made by Vice-President Galloway at the September meeting of the Baltimore and Ohio Veterans.

"Women who would make good citizens must study these two things—Government and Safety; they will never be good citizens nor useful members of society unless they do. These two things lead to happiness and satisfaction in our work, and to the satisfied worker, work is a pleasure."

An Autumn Festival

SCHOOLS, churches and societies of all kinds are busy at this season of the year, preparing for Thanksgiving fetes, oyster suppers and bazaars. Suggestions for such entertainments are always welcomed from our readers. Meanwhile, here is a suggestion from a "schoolmarm," who held a very successful bazaar in her country schoolhouse, and who gives us some suggestions that may be helpful.

First of all, we prepared a program; not an extensive one, but one in which everybody could take part. It was not unlike the community "sing," with which we are all familiar, except that we added some stories. I found that we had some splendid story-tellers among the pupils of the upper grades, so we put it to a vote and decided on three who were to do the honors for the evening. Then we selected one good story for each to tell. Two stories were of the "ghost" variety, "The Golden Arm," and "The Legend of Sleepy Hollow," of which we never tire of hearing; the third, a real fairy story, which had been written by the children themselves. This done, we set about to see what we could do to make money, for we had decided that there was to be no charge for admission. It's always wisest to get your people in a good humor before you induce them to spend their money; this was the object of the program.

Grab bags and fish ponds were so old-fashioned, but we must have something to



Mrs. F. W. Fritchey

take the place of them. One of the children suggested Peter, Peter, Pumpkin Eater. But where could we get a pumpkin? Out in the wood-shed there was a big, square box in which a stove had been packed. We took this and tacked strips of cheesecloth to the bottom, bringing these up over the sides and stuffing them with excelsior, straw, paper, hay, and most anything that we could fill it out with, giving it the shape of a "truly" pumpkin, leaving a small hole in one side and a good-sized one at the top. Then we covered it with orange crepe paper, which we sewed together where necessary, and supported it by means of green twine strings, arranged to represent the lines which mark the sections in a pumpkin. This was the home of Peter and his wife, who, dressed in old-fashioned costume, copied from the pictures in "Mother Goose," took turns in receiving a dime through the window and in passing out a wrapped package in return. The packages, the usual grab-bag varieties, were known as "pumpkin seeds." Occasionally Peter would come out of his house, which was placed on a platform in the center of the room, and exhort the people to buy their next years' pumpkin seeds. The only mistake we made in this was the fact that we did not have enough pumpkin seeds; Peter had sold out completely by nine o'clock.

The gypsy fortune-teller was the next one to be considered. We borrowed two corn shocks from a nearby farm, and from them built a gypsy tent, which was placed near the door. One of the dark-haired girls of the eighth grade made as pretty a little gypsy as one could wish for. With a red kerchief on her head, another over her shoulders, a gay apron, and her face powdered with browned flour, she looked like a real gypsy queen. A copper kettle swung over an imitation fire of logs placed over red and yellow papers, and real smoke came from a bit of Chinese incense, in a tin cup concealed between the logs. Our little girl did not know much about palmistry, but this was unnecessary. When a customer came in, his hand was first measured with a small ruler, and he paid a penny for every inch in the width of his hand. Then the gypsy queen had him cross her hand with silver, while she murmured an incantation over the pot, in which stood a lighted candle. Then she brought forth a black bag, in which, she told him, was the name of his future life-partner. He put in his hand and drew therefrom a slip of white paper, on which there was, apparently, nothing whatever. Murmuring another incantation, the gypsy took the slip of paper and drew it back and forth near to the flame of the candle. In a few seconds there appeared on the slip the name of some young girl in the neighborhood. (These slips of paper had been prepared by the pupils. On white slips were written the names of girls, and on blue slips the names of boys; this was all done in lemon juice, with an ordinary pen. The heat from the candle flame brings out the letters.) The rest of the fortune-telling was done by means of the "Chi-chi" bamboo stick fortune teller, and a fortune-telling book, both of which had been purchased in a department store. This feature netted us about $5, and a good bit of merriment.

Ice cream, cake, and candies were for sale at booths decorated to represent various mother-goose rhymes, the "store-keepers" being dressed to represent the respective characters. Little Miss Muffet sat upon a high table and dispensed lemonade from a large punch bowl; the Queen of Hearts and Jack Horner presided at the cake table, and Old Mother Hubbard sold candy from her cupboard, an old book case with fancy scalloped paper on its shelves.

The cakes were donated, the candy made by the girls, and the ice cream was the only thing we had to buy, except two dozen rolls of crepe paper. Paper lanterns were borrowed for the occasion.

Where the Baltimore and Ohio Was a Godsend

By Mrs. L. W. Delmar

Wife of Carpenter Foreman, St. George Yard, Staten Island

"NO trolleys! What shall we do? And I *must* get to work by 8 o'clock in the morning, and in New York, too!"

"Oh, dear, I love the country and I don't want my folks to move back to the city. And moving is so expensive, too. They charged us $50 to move us out, and now must we move back again? But what can we do?"

Remarks like this were heard everywhere when the news came to us that the trolleys would have to stop running because they could not afford to run for five cents, and authorities would not allow the companies to charge more.

"I am perfectly willing to pay more," said one. "My salary has been raised twice and I can afford that better than I can hire a taxi to St. George."

But all of this did not change the aspect. We had to go; how should we manage it?

A bus line was established, but it did not work. It did not pay to run them for a five cent fare; careful and responsible drivers, who appeared at first, began to give way to a class of men who were reckless and unsatisfactory in other ways. Finally these were done away with. But, we had one salvation—the dear and reliable old Baltimore and Ohio.

What a godsend it proved to be! True, some of us had to walk from Richmond—a bit of hardship in bad weather—but we could always reach our destination if we allowed ourselves a little more time. Moreover, our girls are prettier and rosier than ever. Can it be due to that little walk down to the Baltimore and Ohio Station in the early morning?

Blessings on the Baltimore and Ohio! Long may it wave—I mean *run*.

Dear Women Readers:

It is with a great deal of pride and a like measure of appreciation that I write you this letter. For several months I have appealed to you, through this monthly letter, to send us your contributions for our Women's Department. Although the response thus far has not been overwhelming, I am delighted to say that we have great hopes for the future.

Some of the girls have written to ask me just what kind of material we wanted; some have informed me that I may expect to hear from them very shortly, and several have already given us some good material. In this issue I call your particular attention to the story of the Graham children, of Kentucky; to the article by Mrs. Delmar, of St. George, to "The Vote," by "Ima Voter," and to the splendid recipes contributed by our librarian, Mrs. Irving. Read also about Mrs. Fritchey, whose picture appears in our department. Next month we hope to have—but wait and see!

Allow me to introduce you to the new Children's Page, which begins in this issue. Contributions to this page also will be appreciated. Each month there will be a bedtime story and as much other material as we can find space for. Stories, compositions, and poems, written by Baltimore and Ohio boys and girls, will be particularly appreciated, and I am going to depend upon you to encourage the youngsters to help make their page as you are going to help make ours.

With hearty appreciation and all good wishes for a happy Thanksgiving, I am,

Yours sincerely,

Margaret Talbott Stevens

Associate Editor.

The Vote—"Now It Can Be Cast"

(With Apologies to Philip Gibbs)

By Ima Voter

DO YOU know that even now there are some folks who don't realize that women are people? Well, it is really true, and as an example of this the following conversation may be told. Yes, it's a Baltimore and Ohio story.

The other day a man spoke very pleasantly to two girls and after talking a while asked if they had registered.

"Yes indeed we have."

"Are you going to vote?"

"We certainly are."

"Well, well! To look at you I can't believe it."

Rather hard, isn't it? But the man thought he was paying those girls a compliment.

Neither one of them happens to be either a Susan B. Anthony or a Carrie Chapman Catt, but both are thoroughly interested in reading and hearing all that they can about current topics and about folks that are really doing something worth while, and these girls voted intelligently, not merely to cast a ballot "because." And this should be so not only with women, but men. We should try to get all the facts, read both sides and then decide the way that seems best for ourselves. Of course, we won't all think alike. If we did, there might be—nothing in the world but men???

Have You Finished Making Your Christmas Presents?

A CHRISTMAS present that is made by hand, be it ever so small or inexpensive, is an expression of true thoughtfulness on the part of the giver. It is often appreciated more than the most expensive of gifts, picked up in the shop at the last minute. It represents the real Christmas spirit, for the gift that is given simply as a matter of duty is no gift at all.

A girl whom I know begins as soon as Christmas is over to make her presents for the next year. She makes a list of her friends and opposite each name she writes, after careful consideration, just what thing would be most suitable for each one. Then she sets to work, and on the long winter nights—which afford more time for such work than any other season of the year—she works stitch after stitch of love into each gift. She does not sew or embroider every night, either; only as she finds the time. It is surprising to know how much real work can be done in 15 minutes. Then when the "Christmas rush" is on and everybody else is running hither and thither and worrying themselves to death about what to give Mary, or Tom, or Edith, this wise little lady has all of her presents ready, and all she has to do is to arrange them in pretty boxes, with appropriate verses for each. This year, she tells me, she will use white paper, silver cord, and Christmas seals.



Have you ever looked in the windows down town and wished that you had time to make some of the gifts like those you see there? Here are some of the things which you find in the shops, marked at a ridiculously high price, and which, with a little ingenuity and spare time, you can make at a cost that will surprise you.

Among the illustrations you will find some simple conventional designs, which you may easily copy, even though you do not possess an "artistic temperament."

For 25 cents you may purchase at any department store, a good pair of plain, wooden shoe-trees. At the hardware store, get a very small can of good black enamel, one of yellow, and a third of green. Al-



though you will not use all of this on the shoe-trees, the purchase of it is not extravagant, for the paints will keep indefinitely, and they may be used also in making some of the other gifts described here. Stir your black enamel well, then with a small brush, give a coating to the wooden parts of the shoe-trees. Hang these to dry, by means of a string attached to the middle of each, or place them on some object so that the painted section is exposed to the air. It takes about two days for these to become thoroughly dry. Next, with a camel's hair brush and the yellow paint, copy the flower designs on each end of the shoe-tree, as shown in the illustration, using very fine dashes of green to represent foliage. Give a coat of black enamel to the steel part of the trees and allow to dry. Tie together with a bow of yellow ribbon. These fit nicely into a glove box.

Take an ordinary flower pot and apply a simple stencil design in green, in a border effect, repeating the design on the other side of the pot.

In the same manner the other designs may be applied to book-ends, wooden candlesticks, shoe horns and sewing boxes, which have been first enameled in black. Large flower pots to be used as jardinieres, may be enameled and treated with the designs, but flowers must not be planted in these, for the heavy coat of enamel prevents the circulation of air to the roots of the plants.

Try writing little rhymes like these on the cards which you enclose with some of your gifts.

For a Pair of Shoe-trees

There are Christmas trees and family trees,
and trees of many hues,
But of all the trees the best are these—to
hold your dainty shoes.

For a Handkerchief

Here's a little handerchief to use throughout
the year,
To carry lots of perfume sweet, but ne'er to
dry a tear.

For a Work-bag

Here's a bag, quite large enough to hold
whate'er you're knitting,
A bit of silk embroidery, or anything that's
fitting;
'Twill help you in your darning, for 'twill
carry many a stocking,
And Pussy Cat can sleep therein—but
wouldn't that be shocking!

For a Pair of Candlesticks

To light your home on Christmas Eve,
these candlesticks I send you;
They bring to you my Christmas wish—
that peace and joy attend you.

For a Pot of Flowers

May blossoms bring you wealth untold,
For a gladsome smile is a pot of gold.

For a Knitting Bag

You may use this little bag to keep your
ball of thread
From twisting 'round and 'round your feet
and winding 'round your head.





THE GRAHAM FAMILY—ALL EXCEPT DADDY

Upper picture, left to right: Herbert M. Graham, the record swimmer; Herbert's baby brother, George Carl; their mother, and their sister, Stella Lee Pictures on left and right show Herbert in the act of making high dives. Lower picture shows Herbert and Stella Lee having a boxing match

Expert Swimmers—And Not Yet Six Years Old

LAST summer, when many of our folks were having their vacations, a little boy travelled with his daddy all the way from Jenkins, Kentucky, to Atlantic City. On their way home they stopped off at Baltimore, where Herbert was left alone in Mt. Royal Station while daddy attended to some business. Of course, Herbert got tired of waiting so long, and when daddy returned he found his little son in tears. Then they both came up to the MAGAZINE office.

Herbert M. Graham—for that's his full name—is the pride of his father, H. L. Graham, telephone maintainer, Jenkins, Kentucky. A pretty little light-haired boy, with big eyes, that were brimming over with tears when we first met him, Herbert would not give you the impression that he is the record swimmer of his age in the State of Kentucky. But that's just what he is, and at the age of five years and seven months. His little sister, Stella Lee, who is a year younger, follows him a close second. Both hold fine records for swimming and diving, and both are good boxers for their ages. Herbert is also learning to ride a bicycle.

Herbert is 44 inches tall and weighs 46 pounds. He dives and swims better than many grown people who have had years of experience in the water. He seems to have no fear of the water. Last year, when Herbert was only four, he dived without hesitation off a ladder erected at a height of 30 feet. His record jump of 38 feet was made a little later in the year. He holds medals which he has won both at Cincinnati and at Louisville. In one diving contest, he won a gold medal for first place, in competition with a 15-year old boy. This time he made a backward dive of 18 feet. He swims with three different strokes; dives from a height of 20 feet; swims half a mile; jumps from a height of 30 feet; dives backward from 14 feet; turns air spring and hand spring from board 10 feet high.

Stella Lee swims nearly a quarter of a mile, jumps from a height of 20 feet; dives forward or backward from a height of 6 feet, and slides from a chute 30 feet long and 25 feet high.

Jenkins, Kentucky, is a little mining town in the eastern part of the State. There is a beautiful lake near the town, and it is here that the children have learned to swim. Their mother is quite a swimmer, too, and we expect, by next year, to hear of some swimming records established by the baby, George Carl, who is now nine months old.

You can see pictures of all the family on this page, except Mr. Graham, who is the MAGAZINE correspondent for the Kentucky District.

Seasonable Recipes

By Mrs. E. P. Irving
Librarian

Note—The good old-fashioned housewife used to make her fruit cake, mince-meat and plum pudding far in advance of Christmas. Fruit cakes were baked one year for the next, and the housewife who had not made her mince-meat and plum pudding before Thanksgiving was considered rather shiftless. The following recipes have been used again and again. You all know the old adage, "The proof of the pudding—" Try this one.

Plum Pudding

2 pounds sieved flour; 2 tablespoons yeast powder; 1 nutmeg (ground); 1 tablespoon of cinnamon; 1 tablespoon of ginger; 5 eggs; 1 pound sugar; ¼-pound butter; 1 pound seeded raisins; 1 pound currants; ¼-pound citron.

Mix all dry ingredients (except sugar) into flour, beat eggs, sugar and butter and then add flour with fruit and spice in it.

(Continued on page 41)

Copying Smart Creations a Fascinating Avocation for Home Dressmakers—One-Piece Frocks with Gay Borders

By Maude Hall

HOME dressmakers will find a fascinating and profitable avocation in the copying of smart new Autumn finery. Its great simplicity of line is one reason in support of this statement, the desire to possess pretty clothes upon a small income, being another. There is absolutely nothing forbidding about the latest modes. Even the garnitures, although sometimes elaborate in effect, are easy to reproduce because of the simple methods required for their development.

The great majority of women are remaining loyal to serge and tricotine, despite the appearance of lovely new materials, because there are no fabrics which wear better and present an ultra-chic appearance at the same time. One must admire the beautiful fabrics of fancifully descriptive names, built principally upon the duvetyn idea, but while they give delight to the senses of sight and touch, they are like poison gas to the limited budget for dress.

The long-waisted models for Autumn feature nothing more distinctive than a dress of dark blue serge trimmed deeply, as regards the tunic, with border embroidery. Self-color rope silk is used for the embroidery, though beads may be used instead—or a combination of both. The fronts of the sleeveless, slip-on waist are crossed in surplice style and rolled back with the straight collar. The remaining features of importance are: Long, close-fitting sleeves sewed into a front-closing underbody, two-piece tunic and straight gathered underskirt. A wide choice is allowed in selecting the belt, but narrow ribbon yields prestige to none of the late contestants for popular favor.

For dress wear there are tricotines fancifully figured in self-color, to be employed in combination with other materials. Fascinating is a semi-dressy frock in dark brown tricotine and satin. The tunic blouse has an open front and short kimono sleeves finished with deep cuffs. It is of tricotine. The front of the blouse is gathered at the shoulders, the back being extended over the shoulders to form a yoke effect. The two-piece skirt of satin is laid in plaits at the top and closes at the left side. It is lengthened with a two-piece flounce laid in a plait at each side seam. The front flounce section has an extension at center-front, forming a panel. The upstanding collar turns gracefully back at each side, while the belt is of tricotine.

Serge trimmed with black silk braid is both dignified and serviceable. A very good-looking dress has a blouse that reaches to the hem of the skirt, according to the latest mode. About the lower edge of the blouse is indicated a checked border, the vertical rows of braid being turned under in points at the top. A belt of self-material holds in the fulness at the waist, while the collar is of white tub silk.





COAT NO. 9059. Sizes, 34 to 44 inches bust. Price, 35 cents.

LADIES' LONG-WAISTED DRESS NO. 8625. Six sizes, 34 to 44 inches bust. Width at lower edge about 1 ½ yards. Size 36 reqiures 4 yards 36-inch material, ⅞ yards 36-inch lining for underbody. Deep V-shaped neck finished with a removable vest. The one-piece sleeves are set in the armholes of front-closing underbody. Two-piece skirt slightly gathered at the top. Price, 25 cents.

LADIES' SLIP NO. 8776. Sizes small, medium and large, corresponding with 36, 40 and 44 inch bust. Small size requires 2¾ yards 36-inch material, 3⅝ yards banding. The front of slip is gathered, held in with a stay and finished with inset bands in panel effect. The back is laid in a box plait at center-back. The slip is perforated for shorter length. Price 20 cents.

DRESS NO. 9146. Sizes 34 to 48 inches bust.

DRESS NO. 9110. Sizes 34 to 46 inches bust.

DRESS NO. 9120. Sizes 34 to 48 inches bust.

DRESS NO. 9114. Sizes 34 to 44 inches bust.

DRESS NO. 9139. Sizes 34 to 46 inches bust.

Hints on Flavoring

One teaspoonful vanilla added to each pint can of pears that are rather tasteless, greatly improves the flavor.

Canned peaches are improved by adding a few drops of almond extract.

A few drops of rose extract in apple jelly gives it a most refreshing flavor.

A few drops of vanilla in pitcher of cream to serve with breakfast foods, such as toasted corn flakes or rice, improves the flavor.

You Yourself Can Make this Smart Appearing Coat of Blue Velour with Cape in Two Sections and One-Piece Sleeves

CAPE-COATS will be fashionable during the coming season, and they will be developed in soft textures of dark color, brown, black and blue being most favored. Featured on the model pictured here is a cape in two sections. The sleeves are in one piece, however. The coat fastens in single-breasted effect and is trimmed with large patch pockets and buttons. Medium size requires $4\frac{1}{8}$ yards 54-inch material.

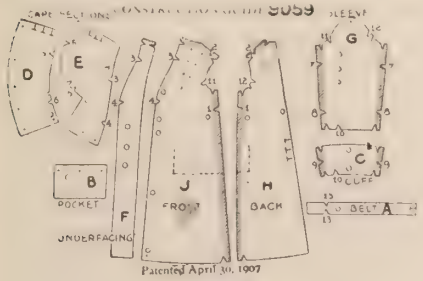
The cape sections and the back of the coat are without seams, which means that these parts of the pattern are so laid on the material for cutting that the triple "TTT" perforations rest along the lengthwise fold. All of the remaining pieces have the large "O" perforations laid along a lengthwise thread.

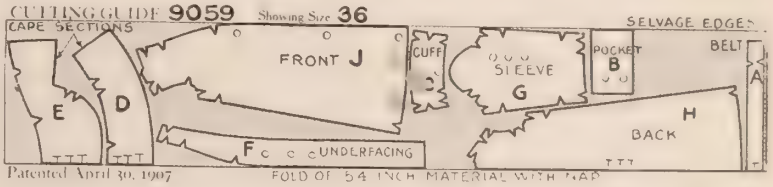
Although captivating in its smart effect, the coat is not difficult to make. One must first take up a dart in front, bringing together and stitching along the corresponding lines of small "o" perforations, terminating the stitching at the small "o" perforation. Next, close under-arm and shoulder seams as notched. Turn hem at lower edge on small "o" perforations. Adjust underfacing to position underneath the front of coat with notches and corresponding edges even.

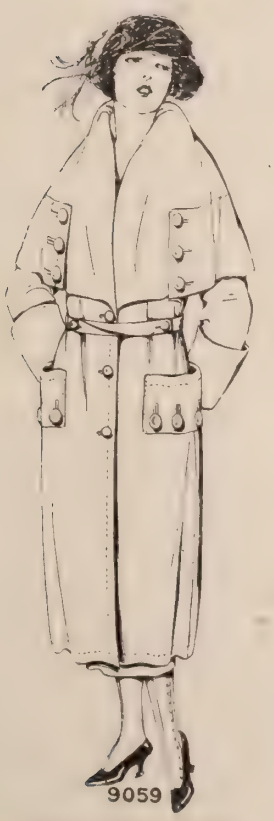
Now, take the cape and turn hem at front edge of section D on small "o" perforations. Sew to section E with notches, centre-backs and large "O" perforations even. Turn hems at lower edges on small "o" perforations. Gather neck edge between "T" perforations. Sew to neck edge of coat as notched, with center-backs even.

Close seams of sleeve and cuff as notched. Sew cuff to sleeve as notched with seams even. Sew sleeve in armhole as notched with small "o" perforation at shoulder seam and bring seam of sleeve to under-arm seam, easing in any fulness between the notches. The fulness also may be shrunk out. Hem pocket and adjust to position, then add the belt, fastening in cross effect with large buttons.









Velour Coat with Cape

Seasonable Recipes

(*Continued from page 35*)

Dough should be stiff, as it must be steamed six hours in buttered mold or floured pudding bag. Many people are afraid to venture making plum pudding, when the secret of success is in having your water boiling hot and keeping it so, adding boiling water during the six hours while pudding is cooking.

Sauce for Pudding

1 pint boiling water; 1 pint milk; sugar to sweeten, about ½ cup; 3 tablespoonsful corn starch, dissolved in little cold milk and added to boiling water and milk; any flavoring desired, but vanilla or liquor is best.

Fruit Cake

1 pound flour; 1 pound sugar; 1 pound butter; 3 tablespoons yeast powder; 2 pounds seedless raisins; 2 pounds currants; ½-pound citron; 1 tablespoon cinnamon; 1 teaspoon cloves; 2 nutmegs.

Sieve flour; grate nutmegs and put in flour yeast powder, spice and fruit; mix thoroughly while dry. Beat eggs; sugar and butter light, add 4 tablespoons of water and mix in flour and spice; bake in a moderate oven two hours.

Mince Meat

6 pounds clean beef; 1 pound suet; 3 pounds seeded raisins; 3 pounds currants; 1 pound citron; 1 peck apples—tart; ½ dozen oranges; 4 pounds brown sugar; 1 gallon cider; 1 quart New England Rum (if you can get it); boil beef until tender. (A good noodle soup can be made from the water that the beef is boiled in.) Cool and chop fine; chop suet and skins of three oranges; peel and chop apples; pick over fruit and see that it is all clean and free from small stones, etc.; scald cider and cool; then mix thoroughly and pack in jars. This will keep all winter.

WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mount Royal Station."

Try our pattern service—five days from day you mail order to day you get pattern.

Name . . . . . .

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City . . . . . State . . . . . .

Size . . . . . .

Send pattern number . . . . . .



My Grandma's House

My grandma lives in a tiny house,
Not made of brick or stone,
But just of wood an' shingles brown
An' a roof where moss has grown.

It's not a new-styled bungalow
Nor a castle on a hill,
But just a plain, old country house,
That stands near Grandpa's mill.

But when we go to visit there,
Or to spend Thanksgiving Day,
That little house just seems to grow
In a funny sort of way.

It stretches big enough to hold
My Mama, Dad, an' me,
An' Aunt Jeanette an' Uncle Jack,
An' cousins two or three.

It stretches big enough to hold
A dinner for a king,
A turkey, pudding, sauce and all,
An' nuts, an' everything.

For Grandma's house is like her heart—
There's always room for more,
An' folks all say they feel at home
When they come to Grandma's door.

DEAR GIRLS AND BOYS:

Wouldn't it be funny if you woke up on some fine morning and found that you had just hundreds, even thousands, of cousins whom you never heard of before? And if I'd tell you that this is true, you'd hardly believe me, would you? And yet, it is just as true as true can be.

You see, I'm your Aunt Mary, and you are all my nieces and nephews; so that makes you all Baltimore and Ohio cousins, doesn't it? But I couldn't be your "truly" aunt, don't you see, unless we knew each other; and I couldn't possibly go all over the Railroad to see each one of you, could I? So, we're just going to make believe that we've known each other all our lives and we're going to write letters to each other. Each one of you will write to Aunt Mary, and she will write you a letter each month in the MAGAZINE. We have this page to write on, a whole page of our own, and you are going to help me make it into such a fine page that all of the grown-up people will wish that they were children again. But this is our page, and grown-ups are not allowed—only girls and boys under 12 years of age.

Each month there will be a little story; sometimes it will be written for the tiny tots and sometimes for the boys and girls who go to school. The November story is about Peter Pumpkin, who missed a good time because he ran away on the day before Thanksgiving. If you like this story let me know and I'll write you another about Peter some day. If you are not old enough to write a letter, ask big sister or brother who goes to school to write it for you. See if you can tell me a story, write a little verse, tell me how to make a little boat or a baby doll's dress, or send me a picture of your pets.

Perhaps you can draw pictures. No matter what you can do, write and tell me, so that I can tell some other little girl or boy who is waiting to hear how it is done. Some of the best letters will be printed on this page, just as you write them. Now, hurry up and let's see who will be the first. Address your letters to: "Aunt Mary," BALTIMORE AND OHIO MAGAZINE, Mt. Royal Station, Baltimore, Md.

Be sure to send with the letter the name of the folks in your family who work for the Baltimore and Ohio, because some of the grown-ups who read our page will want to know whose little boy or girl you are. And I'll promise to write a nice, long letter to the first little girl or boy who writes to me.

Aunt Mary

How Peter Pumpkin Ran Away

ONCE upon a time there lived in a large cornfield a little fellow named Peter Pumpkin. He had lived here ever since he could remember, ever since the time when he was small and green, and no larger than the little green plums that grow in Uncle Jim's orchard. This was when the stalks of corn were tiny and green, too, so tiny that when the black crows would fly down into the field and peck at the tiny yellow grains at their roots, some of the stalks would wither quite away.

But the farmer planted more corn in place of the stalks that had died, and soon there was a whole field of corn, beautiful and green and tall. And Peter Pumpkin and all of his brothers and sisters began to grow, too, and after a while there were big green pumpkins lying between the rows of corn.

By and by the corn began to turn yellow, and the pumpkins, too, grew to be as yellow as the autumn sunset; and everyone said that the field was beautiful.

One day, when the men came into the field to cut the corn, Peter heard them talking about pumpkin pies.

"What do they mean by pumpkin pies?" asked Peter.

Then his mother told him that on Thanksgiving the farmer and his wife would have a big dinner. They would invite all of their friends to come and help them eat. There would be turkey, and cranberry sauce, and potatoes, and cakes, and candies, and, best of all, the most delicious pies, made of the nicest pumpkins in the field.

"Dear me!" sighed Peter, "I know I'll be made into a pie, for I heard one of the men say that I was the biggest and handsomest pumpkin in the field."

"That is true," said his mother, who was very proud of him.

"But I want to live longer; I don't want to be made into a pie," sobbed Peter.

"You shouldn't say that," said his mother, "for it is a great honor to be made into a pie."

But Peter lay awake all night wondering how he might hide himself until after Thanksgiving.

On the next morning, bright and early, Peter was awake. Just as he looked over into the next row to see if his mother was still there, a tiny field mouse ran right past the corn stubble.

"Wait a minute," called Peter Pumpkin, "I want you to do something for me." The mouse came.

"Do you think you could gnaw my stem in two? Your teeth are strong and sharp, and I believe you could do it."

"I'll be glad to gnaw your stem," answered Gray Mousie, "that is, if you're sure you want it cut."

"Oh, if you only will," pleaded Peter Pumpkin.

So Gray Mousie went to work and gnawed and gnawed, until all at once the stem pulled right apart and Peter Pumpkin went rolling down the hill, so fast that it frightened poor little Gray Mousie out of his wits. Into a shock of yellow fodder rolled Peter, and he struck the shock so hard that he went right into the middle of it, where he was hidden so far away that nobody could see him. There he lay and listened.

"I wonder what became of that fine, big pumpkin," said one of the farmer's sons who had come into the field to cut the pumpkins for the Thanksgiving pies. "I am sure that I saw one that was much bigger than any that I see here. Somebody must have taken it away." But Peter didn't say a word; he just lay still. And then the farmer's boy gathered up the prettiest pumpkins that he could find and took them to the house. Peter's mother went, too, and many of his brothers and sisters.

One day the farmer's boy came back into the field with his brother to get a wagon load of fodder.

"Didn't we have lots of fun on Thanksgiving?" he asked.

"Indeed we did," answered his brother, "and so did everybody else. Why I never saw such beautiful pumpkin pies in all my life; and they were the best that I have ever eaten."

Oh, how Peter wished that he had been there!

"Look!" cried the other boy, "here is that fine pumpkin that I told you about. I wonder how on earth it got into this fodder shock. It must have rolled down the hill. See, it is of no more use; there is mould on one side of it. We must give it to the cows." And he picked up poor Peter Pumpkin and gave him a toss over into the pasture, where the cows were eating their dinner.

"Ah," thought Peter, "at least they will make me into a pie."

But as cows do not like pies, they ate poor, foolish Peter Pumpkin just as he was, and they did not leave even one little seed.

Ohio Division Employes Make Merry at Annual Picnic

By A. E. Erich
Secretary to Superintendent

"DID you have a good time?" "You bet we did." These were the remarks heard most frequently on Sunday evening, October 3, after the Ohio Division employes' picnic, which was held at Martinsville, Ohio, on that date.

At 8.57 a. m., over 500 employes and members of their families left Chillicothe, the train stopping at the different stations, picking up others until there were about 600 on arrival at the picnic grounds. A number of others made the trip in autos. There were games and contests of all kinds and for all ages, and some useful prizes were given to the winners. "Eats?" Oh! boy! EVERYTHING! All lunch baskets (160 in all) were checked in baggage car before leaving and they were all filled—but decidedly empty on return. Plenty of hot coffee, lemonade and ice cream was dispensed, free, at the refreshment stand. Even the weather man was in the spirit, as up until this date the weather was cloudy, cold and disagreeable, but on this morning "Old Sol" came out in full strength, warming up and making it an ideal picnic day. Another good feature, there were no injuries, not even a "bumped" head. The Odd Fellows band (which is composed of quite a number of Baltimore and Ohio employes) furnished the music during the day. The train consisted of ten cars, handled by engine 5092, in charge of Engineer H. D. Thacker, Fireman P. Q. Porter, Conductor N. Moore, Brakemen W. S. Lewis and L. B. Carroll, and flagman R. L. Wills. Quite a number of comments were made on the efficient manner in which this crew handled the train. The winners of the various contests were as follows: Spelling bee, for boys and girls ten and twelve years of age (which was cleverly handled by Mrs. Henry Imhoff), Miss Josephine McCulgan and Master Edward Pross. Baseball throw, for ladies, Mrs. Denver Conner. Four-round boxing contest, draw between "Curly" Hosler and A. Donahue, both boilermaker helpers. Young girls' race, Miss Dorothy Allison. Boys' (over ten years) race, Master Lawrence McLaughlin. Married Ladies' race, Mrs. A. M. Davidson. Boys' (under ten years) race, Master Evan Harper. Tug of war between Officials and Shopmen, won by the Officials. Horseshoe throwing contest, shopmen L. Holton and M. Medert. Ball game between "Dirty Shirts" and "Rough Necks," won by the "Dirty Shirts," the score being 13 to 6, four innings. Umpires, George Harrison and John M. Mendell. Road Foreman "Bill" Graf made a two-base hit, but on arrival at second was running so fast that sand, emergency brakes, and reverse motion failed to stop him, with result that he ran by and before he could back was out. It is recommended by several of the enginemen that "Bill" make a "test" of his brakes before leaving home in the future.

Committees in charge, as follows: R. W. Brown, superintendent, chairman; William Pross, machinist, entertainment; W. Shaffer, brakeman, transportation; J. Rutherford, tender repairman, numeration; G. Harrison, tender repairman, baseball. "Fred" Darding, chief clerk to general foreman, H. Imhoff and T. J. Clark, acted as judges; C. Hildebrand, brakeman; J. McCulgan, engineer; A. E. McDonald, fireman; E. R. Maple, brakeman, and B. E. Knapp, brakeman, on general committee. All these men worked hard, and are to be commended on the efficient manner in which they handled affairs and kept things going at all times without a "hitch."

Mount Clare Welfare Athletic and Pleasure Association Minstrel Show, November 22

THE best show ever put on by the above association was the minstrel show given last year at Lehmann Hall. This year on the night of November 22, at the same place, the association promises an even better show.

Barry Fenton, of the Senior Vice-President's office, who handled the minstrels last year, will again be in general charge and will act as interlocutor. He will have an interesting array of talent, including Herma, the talented local dancer and impersonator, and the same star end men who helped make the show last year.

James Tatum, president of the association, and Joseph Scharnagle, chairman of the committee, are working hard to make this a record breaking night. Albert Koke's orchestra will furnish the music and admission will be by invitation of the association.

Pittsburgh Veterans—Please Note

On page 28 of the September issue an article was credited to C. A. Richardson, as president of your chapter. This was in error, the item having been sent to us by the Pittsburgh Division correspondent showing Mr. Richardson's proper official position in your organization as chairman of the Entertainment Committee, and the mistake in printing his title as president was solely my own. Due apology is therefore made to Mr. Richardson and to your association.—ED.

A Live One

A number of students of McGill University, Montreal, on a bitter winter night, had rifled a grave in the cemetery near the college and put the corpse in their sleigh. The party drove to a hotel on St. James Street and, standing the corpse up against the bar, called for drinks. When these had been partaken of, the boys decamped without making payment and leaving the corpse in its original position.

The boys returned and found the corpse lying on the floor.

"Why, you have killed our friend," said the boys.

"Well," said the proprietor, "when I asked him for payment for the drinks he struck me and I struck him in self-defense."

Monument Erected at Fort Wayne, Indiana, to James T. Leary, Our Late Comptroller

By Louis M. Grice
Assistant Auditor Passenger Receipts

IMMEDIATELY following the death of our former comptroller, James T. Leary, a movement was started by employes of the Accounting Department to raise a fund by subscription for the purpose of erecting a suitable memorial to this man who was so well beloved because of his many fine qualities of brain and of heart.

The subscriptions were confined to employes of the Accounting Department and according to arrangement of the General Committee, each contribution was mailed to the treasurer of the Memorial Fund, J. F. Schutte, without the names of the subscribers being given, so that there could be no question as to the voluntary character of the act of the contributor. In this way the sum of $1,166 was raised and thereupon the general committee named a sub-committee to investigate and make a report as to the form the memorial should take.

As it had been decided to make the Catholic Cemetery at Fort Wayne, Ind., the final resting place of our honored chief, that city being the home town of Mrs. Leary, the sub-committee was honored by being asked to accompany the widow on this last sad mission of escorting the body from Baltimore to Fort Wayne, Ind., and they, with E. C. Hanson, formerly of Mr. Leary's personal staff, acted as pall-bearers at Fort Wayne on September 20 of last year.

Following the burial services the sub-committee obtained a bid from the Bates & Carr Monument Co. for the erection of a suitable monument at the grave. The cost was fixed at $1,045 and it was found that this price compared favorably with prices obtained elsewhere. Consequently, upon returning to Baltimore, the specifications covering the work and the cost thereof, were laid before the general committee, and after due consideration the contract was awarded to the Bates & Carr Co.

The cement foundation for the monument was laid before the freezing weather set in, and the monument was erected in the latter part of March. The general committee then delegated the writer to journey to Fort Wayne to inspect the monument, and, if found to be in accordance with the contract, to make final settlement with the monument company.

A more dismal day could not have visited Indiana than that on which the writer alighted from the train at Fort Wayne (a city of about 75,000 inhabitants), for April 6 was beset with gloomy clouds from which fell snow and rain alternately, and a chilly wind seemed to reach one's very heart. The drive to the Catholic Cemetery, made in company with Mr. Bates, of the monument firm, was in an open automobile, the cemetery being several miles outside of Fort Wayne. Reaching the cemetery gate the way to the grave led through an avenue of ever verdant cedars, up a slight slope to a point about midway of the cemetery, and there, just beyond the crest of the slope, the grave with its gleaming monument met the eye.

Alighting from the car we walked around the path and stood facing the lot. What we beheld is pictured on this page—the simple beauty and symmetry of the memorial work made a striking appeal to the eye and to the spiritual vision.

The monument is of hammered Barre granite, light grey in hue, and is of modern design, with just enough ornamentation to relieve austerity without detracting from the dignity of the memorial work. The base is four feet five inches wide, with a depth of two feet four inches and a height of one foot four inches, while the shaft front is three feet six inches wide at bottom with a slight and graceful taper to the top; the depth of the shaft is one foot six inches and the height five feet one inch. Thus the height of the monument from base to top is six feet five inches.

The ornamentation on the upper face of the shaft is a Scottish thistle design, gracefully wrought, and midway of the shaft face the word "Leary" is carved in square five-inch letters, raised one-half inch from the surface. This carving is clear cut and is in entire harmony with the design as a whole; thus a fitting tribute has been erected to the one who sleeps so peacefully there.

A marker of grey Barre granite gleams at the head of the grave. On this marker the name of James T. Leary is carved in square letters raised one-half inch, and the years of birth and death, 1858 and 1918, appear, separated by that emblem of Christianity, the cross (†).

Another marker of the same stone, but uncarved, is set in the lot next to the single grave there, the plain marker being placed in proper relative position to the monument, the principle of proportion being thus artistically carried out.

In spite of the dismal day the impressive beauty of this memorial created an effect in the mind and heart of the writer which will be lasting. That visit was more like a pilgrimage than an inspection trip, and any of Mr. Leary's friends who may be near Fort Wayne in the future would be repaid by visiting this spot.

Arrangements have been completed for perpetual care of the grave and the lot. This was accomplished by a payment of $200, the interest on which will be used to defray the expenses of the upkeep of the lot. The difference between the amount originally contributed and the total cost of the monument, plus the cost of perpetual care, was defrayed by additional voluntary contributions.

The memory of James T. Leary will be kept ever green in the hearts and minds of many of our employes, as his lovable character and kindly disposition made its impress upon all with whom he came in contact. And the recollections of his many acts of kindness have become a treasured tradition which will act as a beacon light to guide us hopefully along the rough ways which we may encounter along life's course.



The Leary Monument



Safety Roll of Honor

Every man whose name is mentioned in this department for meritorious service has helped the Railroad increase car miles and decrease accidents. Every defect in equipment corrected, every accident prevented, every man-sized job here noted contributed directly and largely to the success of these big campaigns, to which we are all bending our energies

Baltimore Division

About 10.00 p. m., July 4, Engineer G. W. Abrams, with extra east, engine 4521, discovered a fire on the west end of Susquehanna River Bridge. He stopped the train and, with the assistance of Brakeman S. B. Davern, put out the fire. These men have been commended for their prompt action.

On September 22, Flagman J. C. Barrett with second 94, engine 4026, discovered a broken angle plate on the westbound track at the cross switches at Woodbine. Trackmen were notified and repairs made. Mr. Barrett has received a commendatory notation on his record.

On September 28, Flagman L. J. Belt with extra east, engine 4594, discovered a broken truck while passing Rossville. Brakeman R. B. Jakeman caught the first signal given to stop. This was good work on the part of these two men; it possibly averted a derailment. They have been commended for their alertness and the teamwork displayed.

Cumberland Division

The following defects have been noted by operators on the Cumberland Division and corrected:

Nature of Observance	Cases
Brake rigging down	1
Broken wheels	1
Carrier plate down	1
Total	3

The broken wheel was noted by Operator J. D. Rockwell at Green Spring in train of extra 4872. He stopped train and Conductor Kane, on examination, found 18 inches of tread on wheel under Baltimore and Ohio 238820 broken out. Car was set off.

On the evening of September 27, Crossing Watchman W. H. Osborn, Newburg, W. Va., noticed that half of a wheel was missing on Baltimore and Ohio 94554, extra west 7120. Train was stopped and investigation developed that the remainder of the wheel was caught in brake rigging and was sliding. The wheel was clamped and car placed on side track without an accident. Mr. Osborn is commended for his good work.

On October 6, Lineman H. O. Collison, Martinsburg, returning from work on motor car, discovered a broken rail. He informed the operator at Martinsburg, who had No. 31 detoured and No. 1 notified to pass over rail carefully. The trackmen who made the repairs found the six-inch piece entirely gone from the rail. Because of Mr. Collison's quick action, there was only five minutes delay to the trains. He is commended.

Charleston Division

On September 5, extra west, engines 1238 and 1236, while descending Laurel Hill grade, was flagged by a 14-year old boy, Ernest Deel, and the crew notified of a broken rail ahead of them. His action undoubtedly saved a derailment, and the superintendent has written him a letter, thanking him for his efforts on behalf of the Company.

On September 27, we had a severe electrical and wind storm. Mr. L. E. Miller, of Selbyville, W. Va., flagged passenger train No. 54 near Chemical, W. Va., and informed them that a large tree had fallen across the track. This train was 25 minutes late, and Mr. Miller had waited this length of time to flag the train. He was appropriately thanked by the superintendent.

Conductor Malone has been appr priately commended for his good judgment in Buckhannon yard for averting a possible serious accident.

Agent L. A. Rollyson has been commended for the interest he is taking in prompt movement and release of cars at Frametown.

Fireman Fitzgerald cut his finger badly at Flatwoods on double header on September 30. Brakeman D. V. Stout volunteered to fire turn to Weston, thus averting serious delay. For this he has been commended by the superintendent.

Brakeman J. Alkire, on No. 181, on September 15, discovered brake hanger dragging on his train. He personally made repairs, which enabled car to be moved to terminal, instead of being set off and delayed. He has been commended.

Letters of appreciation have been sent to the following employes who handled as volunteer crews the Safety Picnic trains, enabling many employes and their families to enjoy a day's outing which would not otherwise have been possible:

Engineer L. R. Shome, Fireman John Gay, Conductor H. E. Bailes, Brakemen Wilson, Fox and Gay; Engineer T. J. Wilson, Conductor J. R. Cox, Fireman Malcomb, Brakemen T. J. Morrison, W. G. Cayton and Curtis; Engineer J. C. Jordan, Conductor B[illegible], Fireman Keener and Brakeman Per[illegible]

Cincinnati Terminals

Conductor J. M. McKenna, noticed defective brake rigging on first 94 as it passed him at Bond Hill. He reported it and they were caught at East Norwood. Glad to add his name to the Honor Roll.

Newark Division

Operator R. W. Bennett, Junction City, Ohio, has been commended for his vigilance in observing brake beam down on tank of engine 1914, train No. 183, while passing his office at Junction City on September 21, and for his prompt action in having train stopped and trouble remedied.

New Castle Division

On September 28, Operator V. P. McLaughlin, Newton Falls, Ohio, noticed brake beam dragging in train of New York Central, engine 2602, operating over the joint track. Observance of this dangerous condition and the prompt report to the crew undoubtedly averted a serious accident. Superintendent Stevens has written Mr. McLaughlin, commending him for his action in this case, and suitable entry will be placed on his service record.

Mr. M. Mitchell,
Freight Brakeman,
Willard, Ohio.

Dear Sir—I am advised that on September 23, while you were braking head-end with Conductor Bass on No. 94, waiting for No. 8 to clear at Willard, you found a broken flange on a car in your train. The train was backed into the yard and the car set off.

I desire to commend you for your close attention to duty; your watchfulness in this case undoubtedly saved us an accident. Thanking you again, I am,

Yours very truly,
(Signed) D. F. Stevens,
Superintendent.

Cleveland Division

T. E. McCloskey,
Section Foreman,
Elyria, Ohio.

Dear Sir—My attention has been called to the fact that on September 20, at 7.00 a. m., you noticed truck broken down on C. & A. car 12569, in train of engine 4239 west, as train pulled by you at Grafton.

Your careful observance of passing trains has, without doubt, shown that your interest is right in your work. Your prompt action in notifying the conductor of this train in all probability averted an accident, and I feel that your action deserves commendation.

Very truly yours,
(Signed) H. B. Green,
[illegible]

Ohio Division

On September 4, while Track Foreman David Mercer was surfacing track and renewing ties on the Blackford Branch, he observed a brake beam dragging on one of the cars of extra west 2838, pulling by that point. He immediately made every possible effort to attract the attention of the train crew, but being unable to do so, notified agent, who got in touch with dispatcher and had train stopped at next station, where necessary repairs were made. This extra was running ahead of passenger train No.

53, and it is possible that through Mr. Mercer's watchfulness and interest a serious accident was averted. He is commended.

On September 7, when the brakeman of train No. 32 failed to report for duty at Columbus, and the general foreman at that point was trying to locate someone for the turn, Brakeman J. H. Frazier, who had arrived on No. 82 and had been relieved from duty, heard of the difficulty and volunteered his services. He did not have his overalls with him but fired engine in his good clothes to Midland City, where he obtained overalls. The action of Brakeman Frazier indicates clearly that he had the interest of the Company at heart and he has been commended.

On September 7, Engineer G. H. ("Dusty") Rhodes, in charge of extra 2921, while in siding at Zaleski to meet second No. 76, observed brake beam dragging under car on No. 76. He immediately made effort to notify train crew of this condition. Train was stopped, car taken out of train and repairs made. Engineer Rhodes has been commended.

On September 6, while Oscar Oney, trackman, was walking track on section No. 25 at West Junction, Ohio, he observed the track buckled east of West Junction. He immediately called to Trackman Roy Thacker, who was working nearby, and instructed him to report this fact to the operator at the tower while he, knowing No. 3 was due, kept going toward this train and succeeded in covering sufficient distance to flag and stop it before it reached this bad place in track. It was too late for the operator to stop this train, as it had passed the telegraph station, and, account of running late, was going at a good rate of speed when flagged by Mr. Oney. The prompt action on part of Mr. Oney probably saved injuries to passengers as well as disaster to the Company's property. Mr. Oney is a faithful employe and has heretofore discovered similar defects and reported them to the proper authority. He is commended.

Indiana Division

James Long, yard brakeman, North Vernon, discovered broken arch bar under Big Four 43526 at Whitcomb, en route to Louisville. Car was switched out and placed on repair track. The condition of the car was found to have been such that derailment would, no doubt, have resulted had not Mr. Long detected this condition. Appropriate entry will be made on his record.

Toledo Division

On August 10, E. F. Stenger, operator, Miamisburg, noticed car in extra 4266 north, which appeared to have bent axle. He had car examined at North Dayton. Car wheel was found to be ¾-inch out of plumb. Mr. Stenger is commended for his careful observation.

On August 16, J. W. Shulte, operator-agent, Kirkwood, observed brake beam down on car in middle of train of extra 4048-4246, coupled, south. He stopped train at south end with automatic signal and had brake beam removed. This averted a possible serious accident. Mr. Shulte is commended for his thoughtfulness and careful observation.

On the morning of August 23, Operator I. J. Fisher discovered brake beam down and dragging on rail, third car from engine in train of extra 4297 north. He gave engineer signal, train was stopped and brake beam removed, thus preventing probable accident. Mr. Fisher has been commended for this thoughtfulness and quick action in stopping the train.

How to be an Amateur Oculist

WE ALL appreciate the efforts of the amateur oculist. He is so earnest about it. But why let others get all the credit? Why not be one yourself? All you require is a few lessons by mail and a cast-iron nerve. Try everything once. Remember the victim suffers more than you do.

The first move is to roll back the upper eyelid by placing a medium-sized plank behind it. Then while the victim boxes the compass with his eye, you massage his eyeball with a match, a pair of tweezers, or the back of a knife, or any other appropriate instrument, first wiping the instrument carefully on a dirty apron or the sleeve of your shirt and wrapping the end of it in a soiled handkerchief.



Always remember that the exercise the victim gets by moving his eye rapidly from north to south and east to west is in itself beneficial. In the first place it distracts his attention from your excruciating efforts and in the second place it loosens up the ligaments that restrict the movements of the eye. In fact, if the exercise is continued long enough he may be able to look in several directions at one time without apparent effort. Furthermore, it may work the dirt so far into the eye that it will be twice as difficult to remove it. This, of course, makes your task much more interesting.

After you have prodded the eyes of several victims you will be astonished to find that the human eye is not made of solid rubber or polished ivory as you imagined, but can be badly damaged with even a comparatively soft instrument like a match or a pair of tweezers.

Don't let this fact discourage you, however. Remember, if you want to be a member of the great army of heroic amateur oculists who are infecting and ruining the eyes of people all over the country you must persevere. There is no great gain without some small pain.

If you happen to lack nerve and this work seems too brutal for your sensitive nature, we would recommend that you refer sufferers to some competent first-aid worker or nurse. Naturally, though, we are disappointed in you and you are deprived forever of the pleasure that an amateur oculist gets out of life, even though in the end you will have more friends.—*Courtesy Liberty Mutual Insurance Co., Boston, Mass.*

The Bone Popper

A One Minute Essay

By T. H. M., Indiana Division

Did you ever go to one of those new-fangled doctors, one of those vertebra vampires? It's a romp from the time the festivities start to the checkered flag. I never knew I was deformed, but if I have as many lesions as that man found on me, I've got the cripples of Paris looking like the Cleveland Indians.

The way he could take a spine and crack its tail was a caution. Within five minutes from the time he put me on the rack he had my spine sounding like a barrage fire. He knew each vertebra by its pet name and by putting them *en rapport* with each other could cure anything from corns to Myelitis. He played the latest popular airs on my ribs, using them for a xylophone to the accompaniment of the spinal c(h)ord.

As soon as he invoiced my vertebra he told me he did not understand how I lived with a spine like a rail fence. He said there were so many lesions that my spinal cord must be fluted like the elbow in a stovepipe; he was so familiar with the human anatomy that by the simple twist he could extinguish one's lamp or extract the spinal cord and leave you wilted like a frostbitten caladium.

Wouldn't it be fine if Uncle Sam could mobilize an army of these bone poppers? What a sight it would be to see them go "over the top," to attack the enemy, and to come back with thirty thousand or more spinal cords glistening like eels in the sunlight, leaving the foe to crawl around in the trenches like slugs.

These fellows always carry a line of breeze with them to divert your attention while they slip up on you and dislocate your hip or some other portion of your anatomy. I distinctly remember his telling me, as he toyed with my floating ribs, making them vibrate like a springboard, of the tests he was put through at school before he received his diploma; how he had to perfect his touch; how they would put a slick dime under four thicknesses of carpet and, by feeling through this, tell the date on the dime. I told him when I paid him that his touch was perfect. I don't think there was much the matter with me when I went to him, but I am sure there was when I came home.



Among Ourselves

Baltimore and Ohio and Sutton Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEK

2000 Bars of Soap

Seven hundred and eighty children, Russian refugees, were brought to the United States in 1918 and turned over to the Red Cross for care. They were sent out of Petrograd, when that big city was sadly disrupted by the war, and they have been in this country since, absorbing a whole lot of real American ideas.

Having received proper treatment by the Red Cross, they were burnished up for a return trip to Russia, and their big ship was only recently pointed towards home. They no doubt created a great impression when they reached their destination. When these children came to this country in 1918, then were so dirty and disheveled, that to cleay them up and make them at all presentable, 2000 bars of soap were used.

The foregoing paragraph cannot be regarded strictly as a Law Department item, but when everybody, or nearly everybody, gives me the injunction not to put them in the MAGAZINE, the poor correspondent is obliged to trot out something; I therefore ask, "What is a fellow to do under the circumstances?"

Information

Information of almost any character that cannot be readily obtained, is always on tap in the Information Bureau of the Baltimore *Sun*. I call upon that institution on the slightest provocation. I like to go there. I always get results. If the young lady in charge cannot get the information desired, it is unobtainable, but she never let's go. There are two kinds of information in everyday life. One is to able to give it right off the bat, and the other is to know where to get it.

While waiting for the young lady to find what is wanted, I look over the titles of the books in the big book case; books upon every conceivable subject, all carefully arranged and indexed, and done by women, too.

We men have got to be on the alert and do our very best. A new condition is approaching—not only approaching, but it is here; women are factors in the business arena. I have already adopted the plan of doing a thing today, better than I did the same thing yesterday.

The four young ladies in the Law Department are very capable; their work cannot be done any better, and I warn young gentlemen in railroad service to do their work just as well, or better, if that is possible.

North Carolina Girls

Ever since I made the assertion in the MAGAZINE that John E. Clabaugh, of Frederick J. Griffith's Tax Office, preferred Baltimore girls to maidens from North Carolina, I have been in water of more than a tepid temperature.

The Bible says, "Even so the tongue is a little member, and boasteth great things. Behold, how great a matter a little fire kindleth."

I plead guilty to making the assertion, and in consequence I not only received a mild castigation from Mr. Clabaugh, for whom I have a very high regard, but also a rebuke from my young friend, Francis H. Urner, of this department. I verily believe that both of these young gentlemen have sweethearts in North Carolina, and that accounts for the milk in the cocoanut. Perhaps two important events will occur in the near future. Both of these gentlemen meet my approval in every way, and I want to do everything I can to aid them in their contemplated matrimonial intentions.

Mr. Urner comes to the defense of the North Carolina ladies very earnestly, remarking that the girls down there do not require calcimining, and the use of cosmetics to make themselves attractive to the male sex. They do not have to rely upon these things. The lip stick is something they know not of, and powdering the nose every few minutes is to them a distressing procedure.

In a recent issue of the MAGAZINE there appeared a picture of a baseball team at Jenkins, Ky., managed by District Superintendent H. R. Laughlin. "Hice" Laughlin is a Deer Park boy. He is very popular with his men down in Kentucky. They all call him by his given name, yet no one thinks of being familiar. When the outlaw strike was on, not so long ago, he acted as conductor on the up and down passenger train, and stood ready to act in any capacity that was required.

"Hice" Laughlin is not the only Deer Park lad who has risen in the railroad world; Mr. Otto Droege, general superintendent of the N. Y. N. H. & H. R. R. Co. at New Haven, Conn., is another.

I made a trip to New York early in October. I just had to see if Mr. Ziegfeld was giving a proper entertainment in his midnight frolics atop the New Amsterdam Theatre on 42d Street, and then I had to see the Hippodrome production to find out if it was correct and proper.

If some one else acted as the Law Department correspondent my trip would be reported about like this:

Our Mr. Haulenbeek, notwithstanding that he has passed the 77th milestone, has made another trip to New York. He runs on to New York quite often and insists on shopping at Macy's, though he earns his money in Baltimore. He just can't keep away from the Winter Garden and places of that sort. He says one day in New York at a time is quite enough for him and is always glad to get back to Baltimore.

Engineering Department

Correspondent, OSWALD EDEN

Sage sayings by sorrowing souls: "Some people come to work early and stay late so they can loaf longer."

Our "Joe" says: "A fellow's habits sure do change when he gets married." Pall Mall days are over, he never carries a match. He is afraid of circumstantial evidence. As for trips to places of interest, like Laurel, they are out of the question. "Joe" is so crazy about married life that he is the last one to leave the office every night.

The engineers are very much interested in the proposed clubhouse which the Baltimore Chapter has an option to buy. It is the former palatial home of Dr. J. Hall Pleasants, and is located at 16 West Chase Street. It is admirably planned for use as a club. Its outward appearance is that of a large clubhouse and its interior design gives the same suggestion, having a large and very beautiful open stairway leading from a handsomely decorated and paneled reception hall, together with several large meeting rooms on each floor, as well as various smaller rooms. It is felt that if the deal is consummated, Baltimore professional engineers will have a clubhouse ranking with the best now existing in the country.

Hip! hip! hurray! Once more and then some! "Pop" Hauser is at last safely (?) located in his "paradise." He has found a house with running water (which comes through a hole in the roof when it rains), a large chicken coop, lots of fruit trees, and a beautiful front lawn. The only disadvantages are that the house is equipped with electricity and located right on the road, only two minutes from the Western Maryland Railway. The thing that now makes us sorry is the fact that Harry Roebuck made a mysterious visit to the property on the night before moving day.

They say of a cat which goes after a mouse
The feline's a very good mouser;
But think of old "Gus" who went after a house,
He sure is a cracking good "Hauser."

"Velvet Joe's" Kemp believes in nicknames. His'n is "Toodles," her'n is "Dew Drop." "Joe" says he's her'n and she's his'n.

Your correspondent takes pleasure in announcing the birth of a son to Mr. and Mrs. Wendell P. Ball, of the Cost Department.

"Alvie" Weston had a sham battle with an intruder in his home the other day. Someone placed a costumer, containing a hat placed on top of a coat, out in the hall—a position it never occupied before. "Kid" Weston gave one look and then grabbed at the intruder's throat. The hat fell off and as one can't choke a post of wood, our hero collapsed with chagrin.

While on his vacation Milton Chambers, secretary to chief engineer, had his tonsils taken out. He was in bed a week, but seems to be "all there" once more.

A great event is about to happen to one of the men in the Cost Department, including a trip 'n everything. But more about this later.

Office of General Freight Claim Agent

Correspondent, Miss E. T. Murray

Well, here we are, all comfortably settled in our new office, fifth floor, Annex, with plenty of daylight as usual and everything that one could wish for in a modern office. By the way, we note from last month's Magazine that the Auditor of Passenger Receipts folks were throwing bouquets at themselves for their record in moving from the Lexington Street Building to their new quarters in the Annex. We cannot see where they have anything on this department; one of our most important divisions, the Diversion and Reconsignment, was hard at work in the new quarters on the same day we moved in. For speed, believe me, they certainly showed "pep."

Already we have been honored with a visit from many friends, among them was James S. Murray, assistant to the president. Mr. Murray expressed his surprise at the fine large office we have. By the way, your correspondent had the pleasure of meeting Mr. Murray.

We introduce the following employes who have entered the service within the last month, so we will all feel that no strangers are among our "great big family." They are as follows: The Misses C. D. Runge, Ruth C. Banks, S. H. Barshop, J. T. Castello, May Jones, D. M. Hill; Robert W. Barry and R. H. Benfer.

F. N. Barr, file room, has been granted a two month's furlough on account of his health.

Why did Roberts go to Philadelphia?

Why did a certain young lady look for Roberts in Baltimore when he was in Philadelphia?

Why did Roberts come home on the Philadelphia boat all alone?

Why did the young lady come home from Boston by rail instead of by boat, as was planned?

Why was Roberts disappointed and the young lady angry?

Why were things all twisted up any way?

Answer, "Seasick."

You see it was this way. She—

Oh! you had better ask him; he can tell you the whole thing.

Many, many months ago there began a romance in our machine room, the interested parties being Miss Edna Irene Blunt and William Siegmond. The happy ceremony was performed at Bethany Evangelical Church on September 25, at 8.00 p. m. Our congratulations and hearty wishes for a happy future are extended to them, along with the beautiful silverware.

Miss E. M. Jones, O. S. & D. Division, has resigned her position to prepare for a happy event which will take place on October 20. More in our next issue of the Magazine.

Cupid seems to have stationed his batteries in our department. Now comes the report that besides the two "victims" above mentioned, at least a half dozen more of our fair maidens have felt the sting of the keen darts of mischievous "Dan" and have intimated that engagements other than those calling for dictation and typing are about to be consummated. Several girls have gone further than giving mere intimations to close friends—they are already wearing the "brilliant" on the proper finger. It looks as if Mr. Olson will have a deserted department in the near future. Nor has all this frivolous talk to do with the girls—certain of the boys are involved in Dame Rumor's meshes.

He and She

'Tis said "In the springtime our thoughts lightly turn to love." Can this be the reason for the trip of J. R. M. and D. L. W. to Danville, Va., last month?

Maybe so, maybe so, because *he* said he was going to see her *to* the train and *she* was going away.

Well the baseball team happened to be on their way to Jessup on this train to engage in a battle royal at that metropolis and naturally there was quite a noise, but all of a sudden it stopped as the train started and in walked *he* and *she*, and *his* face fell, and *he* reddened the most beautiful shade of red.

Then somehow or other when congratulations started and good wishes were offered, *he* must have felt suddenly faint for *he* disappeared and when his loss was noticed by *she* it took quite a search before *he* was found crouched between the backs of two seats of the smoker and with stumps piled around him six inches deep.

We wonder why W. H. Bittner, head clerk, Reconsigning Division, appeared in the office one morning with gay cuffs about four inches in width on the bottom of his trousers. Good thing it was a holiday. For further information consult Charles Perry.

On September 18 the baseball team of the Freight Claim Department made a second attempt to defeat the team of the Jessup's Athletic Club on their grounds at Jessup, Md., and returned defeated, 11 to 8. The game belonged to the Claim men from the start and was lost by a change of pitchers in the fifth inning. The Jessup's Club found the change easy and bingled out hits for six runs before they could be stopped. The score was as follows:

Score by Innings

Freight Claim.....	2	0	2	0	0	0	1	1	2—	8
Jessup's.....	1	0	3	6	0	0	0	1	x—11	

Summary

Home Run—Gover. Two-base hits—Robinson (2). Stolen bases—Fink, Helfrich (2), Vinci (2), F. Bond (2), McMahon (2), Tyston (2), M. Bond. Sacrifice hit—Burns. Left on bases—Freight Claim 9: Jessup's 4. Hit by pitcher—Brubaker, 1; Reimsnider, 2. Struck Out—by Brubaker, 4; Reimsnider, 3. Umpire—C. Keys. Time of game—1.45.

The boys had the regular large following of rooters and it was no fault of theirs that the team did not win.

The team should have won on the presence of "Daddy" Loane, who was very much on the job, entertaining the ladies and having his picture "took."

Just a word of advice to Miss Edna Foster. Be sure to have full explanations of a baseball game before witnessing another game; then there will be no reason for asking, "Why does a fellow want to bat the ball when there is a man on all three bases? He will have no place to go!", also, "Why knock the ball down in the field? Someone always catches it, and if you knock it in close someone gets it and throws you out at first; so what's the use in playing?"

Old High Cost of Living will surely receive an awful jolt if the rumor we hear about the bumper crops our amateur farmers are raising is true. Among the amateurs are the following: Messrs. Zenter, Taylor, Waters and Rogers.

"It's a girl and her name is Mary Elizabeth," was the first thing we heard from J. I. Waters, Claim Prevention Division, on September 20. "Mine is a girl also, and her name is Georgiana and she weighs 8½ pounds, was heard just a few days later, September 29, from J. L. Rogers, of General Division. Two more "farmerettes" in the near future—rather than additions to our Baltimore and Ohio family.

Did the office of Passenger Receipts think the Building was dynamited one day recently when "Bill" McCallum's chair suddenly slid and he fell to the floor with an awful crash?

Charity is a beautiful quality and it is with great pride that I express in behalf of Mr. Glessner, his sincere appreciation for the large donation contributed by the employes of our department toward the $350,000 campaign conducted throughout the city for the benefit of improving and enlarging the University Hospital. As the Baltimore and Ohio Railroad Company has a private ward, consisting of about 30 beds, in this hospital, we especially appreciate the keen interest shown by each member of this office. Our contribution was approximately $400.

Mail and Express Traffic Department

Correspondent, T. E. Reese, *Chief Clerk*

The accompanying photograph shows one of the ways in which the Mail and Express Traffic Department is progressing. This healthy looking group is the family of Clerk C. H. Birely. The picture was taken in the front yard of his home at Lansdowne, Md. Mr. Birely has recently been appointed assistant chief clerk.



Children of Charles H. Birely

Printing Department

Correspondent, M. J. Conroy, *Proofreader*

An old printer was telling a story the other day of an incident that happened in his career in the far west when he "toured" the country in a "private" box car with hay for a bed and without the formality of a pass or the payment of transportation. Traveling for a day and a night, after a hard battle with John Barleycorn, he came to an out of the way village with nothing but dreary desert waste and sand on all sides.

As he alighted from his "private" car and started toward an eating house he noticed quite a commotion about the place and a number of railroad men congregating. When he came up to where they were he found they had some fellow under arrest who had broken into a "hoghead's" shack and rigged himself out with new clothing from head to foot. He was captured while trying to make his getaway on a train. There was no justice of the peace or constable in the place and the railroad men held what they termed "kangaroo" court on the culprit. He was found guilty and sentenced to 20 lashes. A big, rawboned engineer, from whom the prisoner had stolen the clothing, was selected to administer the beating.

The prisoner was placed over a barrel and while one railroader held his arms and another his legs the engineer took a stout board about a foot wide with a handle for a good grip and commenced to "lay on." With every stroke of the board you could see the smoke and dust arise from the seat of the prisoner's pants. The loud yells he let out from the pain were frightful, and one could almost imagine he must have been heard in the next town, 50 miles away.

After the 20 lashes were duly administered he was turned loose and told to get the

"first train out," which advice he accepted with alacrity. Thus justice was speedily administered without cost to the county and everybody felt, no doubt, that a lasting impression had been made on the prisoner's thieving propensities and that for the next few weeks at least he would have to eat his meals off the mantel.

Several of our men have been paying visits to Judge Staylor's court in the past couple of months for speeding their little "Henry's." Emmet Collins has been there several times—in fact when the judge looked over his docket one morning recently and saw his name there again he at once ordered the bailiff to "bring out the regular customers first."

The sum of $53 was contributed by employes of the Printing Department in October to the University of Maryland campaign fund. Pretty good little givers, we'll say.

Martin and Henry, our two candidates for future presidential honors, recently took a trip to Cumberland. They were told not to come back without seeing Narrows Park —one of the most wonderful and beautiful parks in all Maryland, they were told. When they returned they were asked if they visited the park. "Yes, we saw it. It's an 'll of a place to call a park. Why we saw the whole town in half an hour. We want something with a little more speed to it the next time we go visiting." Then "Bill" Rice chimed in, "If speed is all you want, why don't you go out to Laurel!"

You tell 'em type, you're all set up!

Relief Department

Correspondent, H. Irving Martin

Every employe of the Relief Department was deeply grieved to hear of the death, on September 30, of Charles W. Ruddach, a retired employe of the department.

Mr. Ruddach became connected with the Relief Department in November, 1888, and served continuously until May, 1911, when he was placed on the retired list.

Through his kindly disposition he gained the regard of all with whom he came in contact. The title of "Pap," given him in the earlier years of his service, represented the personal hold which he had on the hearts of the boys. With "malice toward none, and with charity to all," he lived his life. He will be sincerely missed and mourned by all of his former associates.

Mr. Ruddach was buried at Loudon Park Cemetery, Baltimore, on the afternoon of October 2.



The late Charles W. Ruddach

Telegraph Department

Correspondent, Della M. Hain

Division Operator Day, Pittsburgh, is an expert golf player—he hit the ball so har l that it is still going.

Uncle "Al" and Uncle Frank
Went walking out one Sunday,
Said Uncle Frank to Uncle "Al,"
"Tomorrow will be Monday"—an l they didn't get to Gettysburg, either.

You might as well tell us, Murphy; we'll find it out anyhow.

And just why Mr. Thompson would have to go to Canada to tread on a young lady's toes we should like to know. He could dance the same way here.

Inspector Allman has a second-hand hat store at home, at least we think he has. He gathered up all the old "straws" here and took them home in his suitcase. He takes milk bottles home, too. What are they for, Charles?

Sick News

J. C. Berrett had a boil, or rather a family of them, on his neck, but they are all gone now.

B. F. Thompson had something in his eye. It's out now, whatever it was—"something green," I think the nurse stated.

Division Operator Fuqua had his hands tied up—he must have been at mother's jam. The bandages are off now, we are glad to say.

Miss Mary Tansill spent a week at the Maryland General Hospital. She is out now, too. Another eye case, but our office nurse handles only cases for men.

Mr. Faringer got new glasses. He sees everything now—and hears it, too.

Mr. Miller had some nerve. It was in his tooth, but he doesn't have it any more. They all flop sooner or later.

Catherine: Wh-a-a-a-a-a-a-a-a-a-a-at?

Special to Editor—not via the correspondent:

First "Bill" gives Miss Della a dog; now he has made her a present of a duck How about it, Della?

Valuation Department

Baltimore Office

Correspondent, G. B. Saumenig, *Accountant*

The Valuation Department is now permanently located on the eleventh floor of the Baltimore and Ohio Building and we are gradually getting the whole family under the same roof. It is a great relief to know that we now have a place where we can hang our hats. The trouble is, some hats do not stay where they are hung.

Back pay has at last become a reality and in view of the increases in salary recently granted there is a possibility of some of our Beau Brummels taking *the* step. It is rumored that some are considering the matter now.

Just a word about ventilation. There is absolutely no good reason why we should not have a well ventilated office, instead of being compelled to breathe impure and germ-laden atmosphere. It was the custom some time ago to have every window in the office opened at 10.30, 12.30 and 3.00 and kept open for several minutes. This custom should be revived and not only should this be done, but some definite and lasting arrangement made whereby the office is properly ventilated at all times and the temperature kept at about 68 degrees. *Fresh air is important.*



Because of the numerous changes that have lately been made it has become quite difficult to locate the different offices. Why not have a directory at the entrance on the first floor?

Donald Wilson is back in the army once more. He severed his connections with this Company October 1. We wish him all kinds of success.

Fishing seems to have been one of the chief sports during the past few months. Numerous parties were made up, but the strange part of it all, few were willing to talk about their success when they returned. We have in mind one exceptional case. He had no witnesses who could prove otherwise. It was wonderful to hear him tell about the trip. It was a fact, so he said, that the fish were so plentiful that they followed the boat all day and became so eager to get caught that they climbed in.

Our cartoonist has increased his appetite for soup. Now it is two plates; one for himself and one for his suit. Lucky for him that he has two suits!

Miss M. M. Sheehan, stenographer to cost engineer, spent her vacation at Niagara Falls and other well-known points.

Nothing has been heard regarding a welfare organization or something similar to bring about a closer feeling among members of our department. It is true that we hardly know each other.

In the recent drive for the University Hospital, the Baltimore office contributed $231, of which amount $145 was in cash.

Another new face in the office. This time the comptometer gets a "Miss" instead of a "Mrs." It is in the same family, so why shed tears?

Our file clerk is away out west, where he is enjoying an extended vacation. That boy certainly has the nerve and the wherewithal to take such a trip. As to postals, ask Mrs. Larmore about the one he sent her from Baltimore, when he was in Nebraska.

Allan Gibbons, mail clerk, has the "Murphyitis." Did you ever hear him talk? There may be something in the mail that causes our boys to become so speedy.

There is now a chance of some member of the department being put on the carpet.

Chicago Office

Correspondent, M. M. Greenberg

The employes of the Chicago office were very sorry to learn of the death of their former co-worker, "Jack" Dinkel, who passed away on September 29 after a short illness. Mr. Dinkel held the position of assistant abstractor for about two and a half years. His many friends in the Grand Central Station showed their sympathy by sending a beautiful floral design.



Cincinnati Office

On Saturday, September 11, the Baltimore and Ohio Railroad baseball team easily defeated a team from the E. A. Kinsey Manufacturing Co., of Cincinnati. The work of the men from the Valuation Department was stellar. With Meyer, the ex-University of Cincinnati star, in the box, runs for the Kinsey team were as scarce as the "free lunch" of olden days. We are developing a team which promises to be a strong contender for baseball honors here next season.

The lineup follows:

Pa'timore and Ohio—Schott, cf; Smythe, ss; Feist, 3b; Lind, 1b; Reising, 2b; Frey, rf; Harold Justice, lf; Howard Justice, c; Meyer, p.

E. A. Kinsey Manufacturing Co.—J. Beck, rf; C. Beck, lf; Goldberg, 2b; Nuremberg, p; Steidel, ss; C. Koopman, 1b; Cryon, 3b; Kirchner, cf; W. Koopman, c.

Score by Innings

		R	H	E
E. A. Kinsey Co.....	0 0 0 0 0 0 0 0 0—0	4	2	
Baltimore and Ohio....	0 0 1 2 0 1 0 3 x—7	9	2	

Summary

Sacrifice hits—Nuremberg, Steidel. Stolen base—Schott. Left on bases—Baltimore and Ohio, 3; E. A. Kinsey Co., 4. Struck out—by Meyer, 10; by Nuremberg, 10. Base on balls—off Meyer, 0; off Nuremberg, 3. Hit by pitcher—by Meyer, 1. Umpire—Troy. Scorer—Robinson. Time of game—1.50.

A game with the Kelly-Springfield Company, on September 4, resulted in another victory for our team, the score being 7 to 6.

W. E. Robinson, Valuation Department, is the proud father of a 7½ pound boy, born on Monday, September 6.

Now that the autumn meet held at Latonia is on, we are wondering if Martin and Peterman are playing their favorite horse "Green Blonde." "Pete" says, "She is a good mile and a halfer."

F. L. Templeton has left the Valuation Department to teach in Greensburg, Ind. We wish success to Mr. Templeton.

Roy C. McDiarmid, Valuation Department, left on September 14 to motor with a party of friends to Los Angeles for an indefinite stay.

"Miss Evans the Second"

Q. "Why is R. B. Stone so downhearted nowadays?"

A. "His wife is home."

Q. "Why is H. K. Justice eating his lunches at 'Spears' cafeteria these days?"

A. "Let Spears feather your nest."

The "switchmen" of the Valuation Department are all smiles. Why? Because their easy money checks for services rendered arrived.

We have been wondering why Miss Gladys McDiarmid has been working so industriously on pillow cases, etc. The mystery has been solved. She is wearing a blinder on her third finger. Congratulations! When is it coming off, Gladys?

Our eminent red-topped assistant abstractor, "Archie," just returned from a two weeks' trip through Illinois. We are sorry to say his "vacation" did not agree with him as he appeared quite feeble on returning to the office yesterday. Some have brought forth the theory that "Archie" has been pining his young heart away on account of absenting himself from Bellevue for two long weeks.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

With the advent of cooler weather, we are looking forward to the resumption of the weekly talks conducted by the "Y."

If the speakers for the coming season are up to the standard of last year and the year before, we will have no cause for complaint.

A rumor persists that our Alice is wed. The still small voice insists that the event was pulled off in Pittsburgh during that September trip. We ain't got nothing to say, other than to express our joy if the rumor is a simon pure canard, and our deep sorrow if it is true.

Now that Frederick Road Park has closed for the season, there will be no excuse for "French" to stay up as late as nine o'clock every evening, but he will be in the house before the curfew rings. A regular twelve o'clock guy in a nine o'clock town!

On arriving at the office on Saturday morning, October 9, nearly everybody was very agreeably surprised to find a beautiful bunch of dahlias on his desk. (We understand the offices of chief traveling auditor and chief of tariff bureau were also remembered.) Inquiry developed that in line with the "Say it with Fowers" movement, C. C. Rettberg, assistant chief clerk and horticulturist of no mean ability, took it upon himself to beautify the office. The effect was certainly wonderful. A sort of "Vincent" affair on a small scale. Everybody was delighted, and much credit is due Mr. Rettberg for his kindness.

Office of Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

Don't wait for the boss to crank you—be a self-starter—then measure your work with a speedometer, not with a clock. Never wait for a ship to come in, when you haven't sent one out.

Wonderful, indeed, to see how the newly enfranchised have responded to the call and to note particularly how the responses were made in the registration offices. The ladies seem to have it all over some of the men in many respects and it is to be hoped that the women will seek out and overcome the abuses of politics, such as has been done in some of the Middle West and far Western Centres. Well, ladies, it's now up to you. Go to it!

The Mt. Royals will hold their second Benefit Dance sometime in the early part of December at the Auto Club Hall. Doron and Gawthrop will make the necessary announcements later. The boys are asking your cooperation for the customary "Big Night."

And as for our attractive young women, they surely will not disappoint us, even though they do not offer a word of encouragement as to the Beauty Contest.

On going to the pictures or to church, on seeing an accomplished individual playing one of these big modern organs, working hand and foot, first a far-distant soft treble, and then moving towards a big massive heavy bass, one naturally is envious. We have two such here—"Buz" Seldner and "Fred" Norman. "Fred" quotes an authority regarding the Twenty-fourth Prelude of "Showpang," "As reminding him of the reverberations of gigantic waves on the remote shores of a distant world, etc., etc."

When someone is about to be married in our organization, they are accorded a send-off by decorating their desk in a style befitting. One of our young men was riced and confetti-ed recently, when someone turned an envelope full of this mixture down his back. He for sure did some tall "shimmying." Believe me—here 'tis—Miss Gretchen A. Gentsch to Charles F. Schwarz of the Interline Settlement Bureau, Saturday, October 2, at 4.30 p. m., by the Rev. Julius Hoffman of Zion Evangelical Lutheran Church.

Our sympathies go out to fellow-clerks J. W. Pickett and C. J. Kane on the deaths of their fathers; and to Miss Margaret Kerns on the death of her brother.

This office contributed $663.25 towards the $350,000 Drive for the University Hospital, for the construction of a Maternity Building and new Nurses' Quarters, and other improvements. This splendid showing is a credit to the committee, composed of the following young ladies: The Misses Worthington, Patschke, Spear, Spengler, Leech and Walters.

Auditor Miscellaneous Accounts

Correspondent, MARY E. PEARRELL

Frank A. Bond, Jr., one of our newcomers, has been promoted from check assorter to baggage desk. John P. Burke succeeds Mr. Bond.

John Tate and B. A. Lippert took a hurried trip to Atlantic City, leaving Baltimore at 7.15 a. m. on Saturday, October 2, and arriving in Baltimore, October 4, at 9.00 a. m. Neither of these two gentlemen



Robert Gallery
11-months-old son of Bernard F. Gallery, clerk, Assistant Comptroller's Office

looked very industrious when they arrived here at the office. Well, boys! did you meet John Barleycorn?

On Monday, September 19, this office moved from the eleventh floor to the ninth floor of the Central Building, taking for its new quarters the office previously occupied by Auditor of Disbursements. The entire office has been painted and rearranged and makes a very pleasant place to work in.

I am afraid that our chief clerk has missed his calling, as he surely is very poetic. I am sure his poems would create a great sensation, that is, if some of the well-known poets would just give him a slight chance. We wish him all the success possible and hope that he will contribute some of his best works to our MAGAZINE. ("Amen!" says the editor.)

W. R. McCreary, our assistant chief clerk, was seen at Atlantic City, sitting in a rolling chair with a lady. Mr. "Mac" tells everyone that it was his mother whom he took to Atlantic City with him. What seems to be the trouble, Mr. "Mac," have you run out of cousins?

Auditor Passenger Receipts

Correspondent, G. FRED MILLER
Secretary to Auditor

We feel extremely proud these beautiful autumn days for the reason that our good friend and ex-A. E. F. soldier, Roland Hasson, is now a daddy; we are doubly happy for the fact that friend wife was formerly Miss Nettie Krause, of this office. It's some boy, and we folks of the office feel like we'd like to be one great big godfather. With such handsome parents, the youngster bids fair to become a splendid representative of the State of Maryland. Good luck to our family! His name's Frederick, after me (?).

Yes, we had our little shore party on September 11, and while the clerks did not turn out as expected, the Old Body Guard was there with their friends and everyone had quite a pleasant time. The day was made to order and the location was ideal for just such a party. Those who were not present missed a good time.

"Tom" Cook's Rolls-Royce was a busy machine that day, and it's hard to tell how we could have managed without it. The boy, himself, is some drink dispenser, too; you should have glimpsed him shooting them across the mahogany. Give us two more, "Tommie," and take one yourself.

The Misses Hoy, Hoffman and Hamlin won their heats, and candy, in the ladies' races, and in the final heat Miss Hoye was the winner (more candy). Miss Hoye can step right out, but we "kinda suspicioned that" from seeing her snappy methods in doing things about the office.

Little Miss Dottie Wills (I'm trying to discover the Dot resemblance), won the mixed race for ladies and gentlemen.

In the watermelon contest the boys just mopped them up, and the way that Grund man can make watermelon disappear is a wonder. What became of the seeds, Carl? I know it wasn't a seedless melon; they don't make them that way.

There was good music, dancing, and there was an abundance of good food. Really there was too much food, but "Jim" and the major portion of his family were there, and "Jimmie" has a mean appetite. One little girlie of the office has such a taking way with small children; it looks like she's wasting her time in the office. Did you all see the leaping dominoes?

Richard R. Winslow has resigned his position with the Company to accept a commission as Second Lieutenant in the U. S. Army, to be stationed at Camp Meade, Md. Here's our best wishes for rapid advancement.

"Hard cider up the Old Main Line way, boys!"

These are wonderful nights for strolling through the shady lanes of the surrounding country. Big moons, invigorating atmosphere, and the *only* one by your side. It's too cool for mosquitoes, so you can use your hands and arms for other things. What chance has a poor fellow with Dame Nature in all her regal glory working against him, and a girl by his side who has the benefit of the knowledge gained by mother Eve and all the other little vamps down through the pages of history?

Yea bo! "Snitz" is taking up dancing lessons. You can't keep a good man down. Who's the teacher? Save us a dance, "Snitz." Miss Dottie says she is just dying to shimmie with you.

"Pap" Rogers just finished building himself a million dollar bungalow away out on Charles Street Boulevard. Everything is finished, but they can't get the bath tub. Don't worry, "Pap," if you don't have a tub you won't catch cold this winter; they are only for summer use, anyway. "Pap's" corn *was* six feet tall this summer, and you should have seen the squashes. "You tell 'em lettuce, the corn is shocked."

Mrs. Anna L. started to look for her winter outfit in the old cedar chest, and discovered something she didn't know she had. No, it wasn't a nice new blouse, but a nice little bottle. The doctor says, "take a teaspoonful three times a day in a little milk. I'm feeling bad all over, Mrs. Anna."

We are getting all tuned up for a banner fall and winter railroad season. We are working just like a big modern piece of machinery; almost perpetual motion. Therefore, with little extra effort we are making great strides. As said in a recent noonday talk, it is our duty to play the game fair, to be good sports and to give the railroad the best we can. There's hardly a person in the service, whose family in some direct or indirect manner has not been connected with the Baltimore and Ohio Railroad, and in some instances, practically whole families are employed by the Company. The Railroad has been extremely liberal, and we want to show our appreciation by giving A-1 service in return. So let's all pull together, keep up the good work of the office, and make a new record for ourselves.

New York Terminals

Correspondent, SARAH ROLMES

John Newman, our terminal timekeeper, was absent a week on a vacation. He relates that he spent the entire seven days cross-country riding through Long Island, hunting for a house, in the course of which business he visited 21 towns. "Did you find anything?" someone inquired. "Yes," answered J. N., "a headache and a dark brown taste, not induced by beverages, but by quotations." John also attended the Mineola County Fair, which was in full swing during his sojourn on Long Island. He found the exhibits unusually interesting and came away with praise and admiration for everything on Long Island except the food dispensers at the fair.

In connection with John Newman's efforts to obtain a home, we might mention the cases of M. M. and H. O. D. as illustrative examples of conditions prevailing in this city and suburbs. Of the former, we might say that "he sleeps at his desk." This, in the ordinary sense, would be taken as a figure of speech signifying lack of interest. Not so in M. M.'s case. He sleeps at his desk (literally), but not on his job. If it were not for the desk he would have no place whereon to rest his head. He has stored his goods, shipped his family west and now defies the devil and the landlord (synonyms) to do their worst. H. O. D. also anticipates becoming a vagrant. He has had his month's notice to "get out" and Mrs. H. O. D. has been a month looking for some place fit for human habitation. Now the spectre of "dispossess" stares him in the face. The other day he saw an "ad" of a garage "to let." As the rental was just within his means he made a rush for the place, but found that a better sprinter had beaten him to it. He speaks grimly of a letter he has just received from a friend down in Virginia, informing him that he had been transferred to New York, and requests Mr. D. "to pick out a nice floor or apartment for him at once and forward the address, as his household goods are already packed for shipment." The "Mayor's Committee" investigating the housing problem, finds that over one-half million families in New York are "doubling" in single apartments. The Health Commissioner testifies he found one 16-flat tenement housing 35 full-sized families. Welcome to our City, Ye Country Cousins!

On September 12, "Nat" Fowler died of Bright's disease in the City Hospital, Jersey City. "Nat" was a member of the Veterans' Association, having entered the service September 4, 1896, as clerk at old Pier 27, East River. He served in various clerical capacities at Pier 21, East River, and Piers 7 and 22, North River. On December 19 of last year he was first taken sick, but returned to duty on March 1. He was again furloughed account of illness on August 4, and this time did not return, but went to the Land of Eternal Rest. "Nat" was always cheerful, had a bright smile for everyone, and all in all was "a good old scout."

J. P. O'Reilly, Produce Exchange, is keeping bachelor quarters at Stewart Manor, L. I., while his wife is in Canada for one month.

Leslie Carpenter, our "genuwine" little blonde, goes by our desks like a young whirlwind and the minute we see him coming we have to look around for paper weights. He has "speed" written all over him.

W. B. Biggs, terminal agent, after spending one week each in Ocean City and Belmar, N. J., returned with photographs of the large fish he caught.

With the appearance of Miss "Tillie" Wilson in the Westbound Department, Hattie Mallick gladly relinquishes the title of "heavyweight champion," which she held on that side of the office.

Dame Gossip is connecting the names of two dark-haired clerks, A. M. and I. C. Wonder how far-fetched it is?

Frank Cappock furnished some excitement, and gave us a sudden scare one morning, when he stood on the radiator pipes trying to close the window. We don't know whether it was due to the additional weight gained on his vacation, or to the fixtures that held the pipes in place, but no sooner had he put his foot on one of them, when there was a crashing noise that sounded almost like another "Wall Street Explosion," and the pipes (a big upright one as well as a few horizontal ones) came down. Luckily Frank was not hurt.

Quite a few of our girls are crocheting ties just now. For their gentlemen friends? Oh, no! From what they tell us, the ties are for their cousins, uncles, fathers, etc. However, we have our suspicions as to the wearers.

Staten Island Lines

Correspondent G. F. Goolic

Now that Port Richmond Tower is completed, we have with us once more F. T. Metcalfe. He was away from the office for about six weeks, and we are glad to have him back with us again.

We all extend our congratulations to our friend "Dick Hart," who has just come back from "honeymooning it" at Atlantic City. The bride was Miss Lillian Hanlon, whose father is employed on this division as engineer.

W. L. Dryden, signal supervisor, and C. A. Salveson, maintainer, spent their vacations traveling through the South in their new "Paige" car. They experienced no trouble during their two weeks' tour, which was a very unusual happening. Some people are lucky.

We have a new "fad" at Pier 6 now. All the girls are now wearing "RED" hats. Wonder whether its a club just organized, or what? Anyway, we will say they are becoming.

Thirty-six years ago a young fellow put on his Sunday-go-to-meeting clothes, eased his feet into a pair of store shoes, slicked down his hair, gave the family a strained good-bye, and shook the dust of Pocomoke, Md., from his feet. Today, he watches over the signals and interlockers of the S. I. R. T. Railway—signals that made 391,339 movements in the month of June, with a record of over 99.99 per cent. perfect. Do you know him? W. L. Dryden is the man. How does he do it?

H. J. Canlon, inspector, Maintenance of Way, spent his vacation at his little home at Rosebank, S. I., with his two children, and is now back on the job.

John Brennan, scale inspector, went to Washington for two weeks. We are wondering what he went after. He's been smiling ever since he returned.

On September 30, H. W. Ordeman resigned his position as division engineer, and on Friday evening, October 1, a gathering of fellow-workers collected at the Staten Island Railroad Club Rooms, Livingston, S. I., and presented to him a token of remembrance and extended their good wishes for his future enterprise. Mr Ordeman came to Staten Island in 1912 when 24 years old. He was employed with the Staten Island Rapid Transit as transitman during that year. On June 1, 1916, he was appointed track supervisor and in January, 1917, was promoted to division engineer. Labor was very scarce and we experienced a very severe winter during the years 1917-18, yet when Mr. Ordeman was called upon to have snow and ice cleaned from the property, he was always ready to do it, coming out anytime of the night and gathering all men possible. While other railroads were tied up on account of snow and ice, Staten Island trains were running because of Mr. Ordeman's prompt action in getting men right on the job.

On January 1, 1919, he was appointed division engineer in charge of both maintenance and construction departments. This made the work pretty heavy for him, but it did not affect him, as he kept up the work just the same as when he was first appointed.

When his fellow-workers heard of his resignation being turned in, it was quite a shock to them, and they were very sorry to lose him, as he was well liked by all men in his department, and in other departments as well.

J. L. Suesserott, assistant engineer, from Pittsburgh Division, has been appointed division engineer, vice Mr. Ordeman. We extend to Mr. Suesserott the same loyal support that we gave his predecessor.

Baltimore Terminal Division

Correspondent, Martha V. Fox, *Secretary to Superintendent*

We announce the appointment of C. E. Wood as general foreman, Grain Elevators, vice W. W. Carr, resigned.

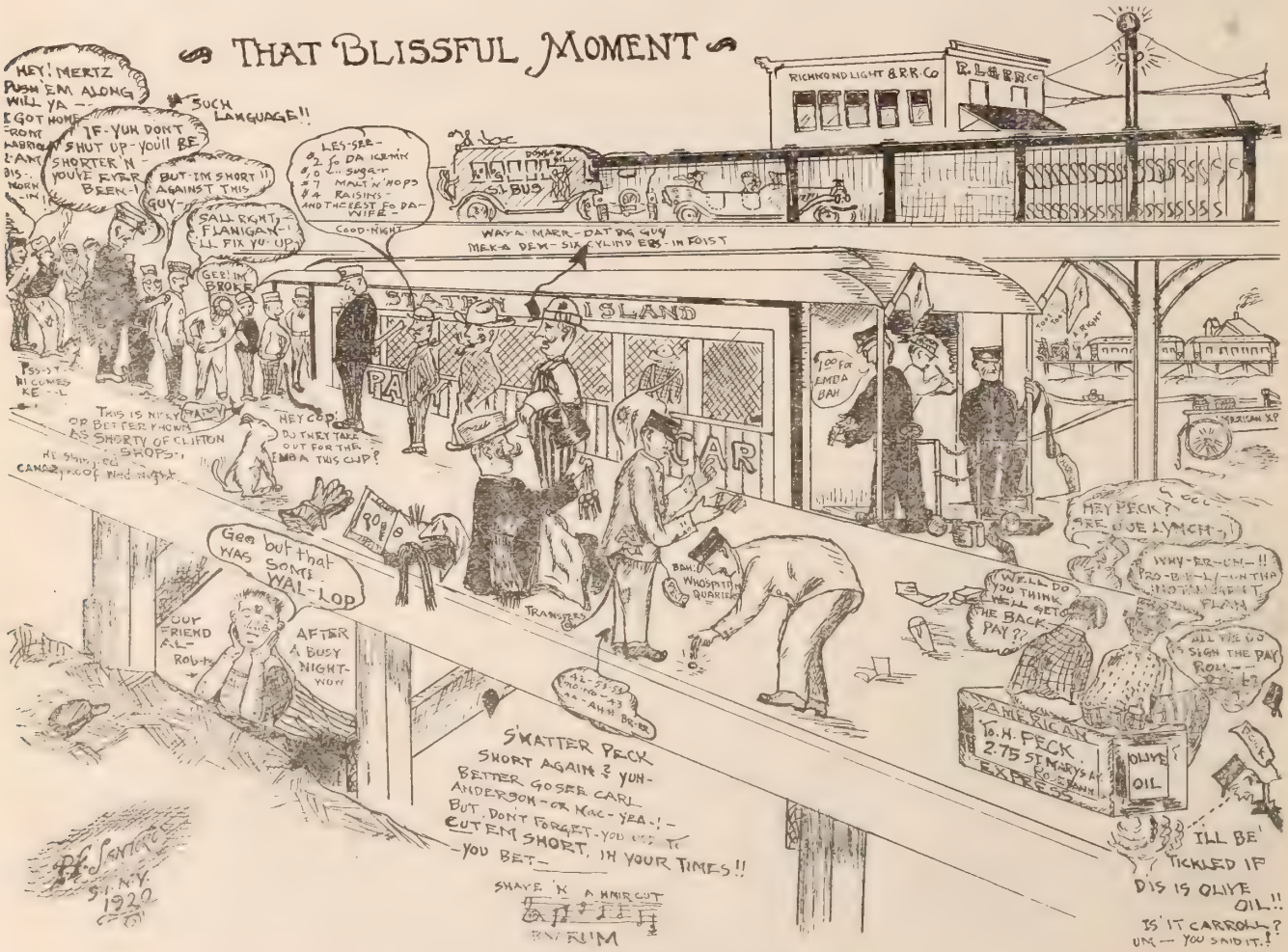
Congratulations to I. G. Smith on his record dump of 75 cars at Baltimore Coal Pier! We wish him luck in breaking this.

G. P. Hoffman resigned as general car foreman to enter the automobile business in Colorado. E. F. Keene is acting general car foreman at present.

Locust Point Yard

After 15 years of courtship, J. E. Green, Locust Point Yard office, decided to take unto himself a wife (but he was very careful whose wife he took). We do not know whether there is any truth in the old adage about "leap year," but it certainly does look funny to us. "Greenie" never did have any nerve with the ladies.

"Sambo" Davis, brakeman, Locust Point Yard, is considered one of the speediest men in the Baltimore Terminals. At the tender age of 14 years his father gave him three snails to watch; hardly 15 minutes had passed before two of them had gotten away.



Track No. 8, St. George, on Pay Day



Who wants to "pat-a-cake" with little Edison Mitchell Hughes, Jr.

This information was furnished by Conductor E. C. Johnson.

J. J. Link, chief clerk, has taken an extended trip to Oregon, to bring his wife back home. Link must have gotten tired of cooking his own meals.

Agent's Office, Locust Point

Our beloved friend, J. T. Pringer, the South Baltimore Beau Brummel, certainly did look good at the wheel of his flivver on the Key Highway on September 26. All of his friends in the office are trying to find out who the fair one was alongside of him, all full of smiles.

I wonder how Messrs. Steen and Becker spent the New Year Holidays?

There was a great collection the other day in the office; the purpose of it was to buy our farmer friend Dudley a new fall hat. The fellows in the office were tired of looking at his sunbonnet.

Our friend H. Nutter wants to know how long the job as assistant to the agent will last.

Mr. Jepper, who looks after the bananas at Locust Point, certainly did turn out with a new rig the other day. Wonder where the fire sale was?

"Joe" Galloway, the statement clerk of the office, has gotten rid of his 1905 Panama hat at last.

The men in the office are wondering why Mr. Clark bought two dozen pairs of socks when he got his back pay.

Our congratulations are extended to our old friend and fellow clerk, Mr. Degoey, on his 66th birthday. As he passes each succeeding milestone, he appears to grow younger and it is our sincere wish that there may be many more for him to pass.

The men in the office are wondering what all the attraction is where Mr. Rogers, assistant car record clerk, is seen every morning at 7.00 a. m. in front of the Riverside tower.

Bay View Yard

When calling Bay View on the 'phone nowadays, we miss the usual reply, "This is old man Heintz," which formerly came from the other end of the line. The "old man" is now working at night. We wonder if he spends his afternoons at the matinee, or minding "said daughter."

Trainmaster's Office, Riverside

The accompanying picture is of Edison Mitchell Hughes, Jr., attractive son of our chief clerk, W. M. Hughes. He is quite a chubby youngster, and his father hopes that he will some day be one of the railroad family.

Miss Eva Bichman, our road foreman of engines' clerk, spent a week's vacation in New York City. Wonder if she was dazzled by the "Great White Way?"

Agent's Office, Camden Station

Correspondent, W. H. Bull

It is with deep regret that we record the death of R. W. Adams, our efficient time accountant, who passed to his eternal rest on Sunday September 26, at his home, Cowenton, Md., after a long and lingering illness.

Mr. Adams entered the service on September 27, 1907, and lacked one day of a 13-year service. He endeared himself to all who knew him and his many friends will miss him.

He was buried in Woodlawn Cemetery, Baltimore County, on September 28. Charles H. Thompson, Vernon R. Mann, Frank Chambers, Robert Parks and R. W. Cattlett, represented the office at the funeral.

A handsome floral design was sent by our clerks.

Why haven't you clipped this coupon?

It takes but a moment—to mark the career of your choice, sign your name, clip out and mail.

Yet that simple act has started more than two million men and women toward success.

In city, town and country all over the world men are living contented lives in happy, prosperous homes—because they clipped this coupon.

In every line of business and industry, in shops, stores, offices, factories, in mines and on railroads, men are holding important positions and receiving splendid salaries—because they clipped this coupon.

Clerks have become sales, advertising and business managers, mechanics have become foremen, superintendents and engineers, carpenters have become architects and contractors, men and boys have risen from nothing at all to places of responsibility—because they clipped this coupon.

You have seen it in almost every magazine you have looked at for years. And while you have been passing it by more than ten thousand men and women each month have been making it the first stepping stone to real success in life.

Will you still turn away from opportunity? Can you still go on, putting in your days at the same grind, getting the same pay envelope with the same insufficient sum, trying to keep up the constant fight against a soaring cost of living, when such a little thing can be the means of changing your whole life?

You *can* have the position you want in the work you like best, a salary that will give you and your family the home, the comforts, the little luxuries you would like them to have. No matter what your age, your occupation, your education, or your means—you can do it!

All we ask is the chance to prove it. That's fair, isn't it? Then mark and mail this coupon. There's no obligation and not a penny of cost. It's a little thing that takes but a moment, but it's the most important thing you can do today.

Do it now!

TEAR OUT HERE

INTERNATIONAL CORRESPONDENCE SCHOOLS
Box 8488-B, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

☐ LOCOMOTIVE ENGINEER	☐ TRAFFIC MANAGER
☐ Locomotive Fireman	☐ BOOKKEEPER
☐ Traveling Engineer	☐ R. R. Accnt. Accounting
☐ Traveling Fireman	☐ R. R. Gen'l Office Acc'ting
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ Cert. Public Accountant
☐ Round House Foreman	☐ BUSINESS MANAGEMENT
☐ Trainmen and Carmen	☐ Private Secretary
☐ Railway Conductor	☐ Stenographer and Typist
☐ MECHANICAL ENGINEER	☐ SALESMANSHIP
☐ Mechanical Draftsman	☐ ADVERTISING
☐ Toolmaker	☐ Railway Mail Clerk
☐ Machine Shop Practice	☐ CIVIL SERVICE
☐ Gas Engine Operating	☐ ELECTRICAL ENGINEER
☐ CIVIL ENGINEER	☐ Electrician
☐ Surveying and Mapping	☐ Electric Wiring
☐ R. R. Constructing	☐ Elec. Lighting & Railways
☐ Bridge Engineer	☐ Telegraph Engineer
☐ ARCHITECT	☐ Telephone Work
☐ Architectural Draftsman	☐ MINE FOREMAN OR ENG'R
☐ Ship Draftsman	☐ Stationary Engineer
☐ Contractor and Builder	☐ AUTOMOBILE OPERATING
☐ Structural Engineer	☐ Auto Repairing
☐ Concrete Builder	☐ Good English ☐ Spanish
☐ CHEMIST	☐ AGRICULTURE ☐ French
☐ Mathematics	☐ Poultry Raising ☐ Italian

Name _____

Present Occupation _____ 7-26-19

Street and No. _____

City _____ State _____

Mt. Clare Yards

Correspondent, J. F. Tearney

Chief clerk to Superintendent Carter, and clerk to division engineer, in tacking up "No Accident Campaign" posters over the terminal, left several tack points upturned on the bench in B Yard office. Brakeman "Jim" Phillips, failing to see the point, was highly mortified at having his spirits so suddenly raised.

Yardmaster Hopkins has been knocking people's eyes out of late. Of course, we all know he'd hardly attempt such a thing by physical force—he's too good a fellow for that. The whole secret is a diamond cluster which he wears on his finger. He values it at three hundred, leaving the rest to our own conclusions.

G. H. Withrow, yard clerk, late of the Argonne, Montfaucon, etc., recently suffered a case of "trench feet," although he was seen to run at least three blocks in an effort to catch a street car. Upon his return after a period of convalescence, we heartily disagreed with Grayson as to his malady, but we were given no argument, as he seems to take a peculiar delight in playing these little school-boy pranks.

"Never saw so many beautiful dahlias in all my life, as I saw at the show at Cowenton yesterday," chirped little Miss E. J. Burke, secretary to Yardmaster Hopkins. We know that HE was along, although she would not say how "said party" enjoyed the show.

She said the wild confusion of beauty all around made her feel like a little child in arms again, although she would not say whether "said party" was identified with this or not.

We regret to record the death of Engineer J. H. Bush, and the injuries of Conductor J. W. Roney, Firemen W. E. Duvall and Brakeman J. F. Temple, on account of an accident on September 8, when oil burner of engine No. 98 was blown up. The many friends of the deceased engineer offer their heartfelt sympathies to his family; also to the injured men, who, we are glad to say, are on the road to recovery.

Mt. Clare Shops

Correspondent, Miss Mollie Albrecht
Secretary to Superintendent

Accounting Department

A. W. Shipley, our former head material clerk, has left us, and is now working in the office of the mechanical engineer at Mount Clare Shops. We wish Mr. Shipley success in his new position, and to state that we are glad he is still a Mount Clare-ite.

There have been so many changes made in the office of the accountant that nobody can keep track of them. One day you go in, and find the man you are looking for in one place, and the next day he is in another. We are all getting dizzy. And then there are so many new faces, that we all need a formal introduction. However, we wish to welcome the newcomers into our midst and hope they will learn to like Mount Clare as well as the "Old Gang "does.

Chemical Laboratory

I had occasion to go into the Chemical Laboratory several days ago, and found one young man in that place very much excited. I asked him what the trouble was, and he simply walked me over to where his coat was hanging, and asked me to have a smell. Immediately after sniffing, I closed my eyes, and imagined myself in a shoe-shining parlor. Of course, I sympathized with him (thinking he had probably spilled some polish on his coat), but he explained that the "gang" had perfumed his coat before going to lunch, and everybody had sniffed and giggled at him until he was nearly frantic. One lady even offered to show him to a clothing shop, and introduce him to a salesman! This is just a warning: *Motto*: Watch out for the Chemical Laboratory gang!

Tool Equipment Office

R. T. E. Bowler, our supervisor of tool equipment, is forever smiling now. And his chest has developed at least three inches. Why? Can't you guess? Virginia Moreland has made her appearance into the Bowler household, and just a look at this little darling makes Daddy Bowler smile, smile, smile. Virginia has gained one and a half pounds in two weeks, and we all know it! When Virginia Moreland has her first tooth, R. T. E. won't be able to wear his hat! She's a pretty baby, though, and just as soon as we can get her picture, we'll let you all see it.

Stores Department

Cupid has gone and done it again! This time he made his appearance in the Stores Department, and smiled on Harry E. Litchfield and Lyda Oliver. (This is another Mount Clare romance; in other words, we are gradually marrying them all off.) We want to extend our congratulations to Miss Oliver and Mr. Litchfield, and to wish them every success in this undertaking! Here's hoping the little ship of Married Bliss never strikes any shoals! Mr. Litchfield is leaving us to work at Keyser, W. Va., but we believe his little fiancee will stay with us until January.

There is a certain young man in this department who seems to be very popular with the fair sex. Every night (if you chance to be around the vicinity of Baltimore Street) you can see this young Adonis walking serenely up the street with at least two sweet damsels. Gosh, boy! How do you do it? We know you have charming manners, but we don't see why all the girls fall for you. Can't you persuade them to try out a couple of the other boys? Eh, Stafford!

Superintendent of Shops

Often heard in this office:

"Miss Mollie, have those 60's been signed yet?"

"Say, how about those apprentice forms?"

"Miss Schaefer, take a letter—"

"Hydrostatic test 9-11-20, etc."

"What's your name? How do you spell it? Can you write? Well, for goodness sake, WRITE IT!"

"I've finished my luncheon set, and am going to start on—"

"Oh, darn that buzzer!"

Since the dainty sex have the vote, arguments are never lacking in this office. If you want to know what some of the "sturdy oaks" think of the "clinging vines" voting, just ask our employing officer at Mount Clare. Argument? You won't get away for a year! In behalf of the "clinging vines," I just want to say, Mr. Employing Officer, that in the future we are to be considered just as capable of handling the vote as you, and maybe more so! Now tell us what you think of us!

Since all the vacations are over and the fall has about arrived, and swimming, tennis and baseball are out of our heads, we are all ready for the winter of work ahead of us.

W. Weisman, brakeman at Mount Clare Yards, who has been in the University Hospital for several weeks, desires to take this opportunity to thank the Welfare Association at Mount Clare for the beautiful flowers sent him, and to tell all his fellow workers that he is getting along nicely, and hopes to be with them soon.

Mount Clare Bowling League of the Mount Clare Shops

Standing of Teams

NAME OF TEAM	WON	LOST	PER CENT.
Accountant's Office	5	1	833
Pipe and Tin Shop	5	1	833
Iron Foundry	3	3	500
No. 2 Machine Shop	2	4	333
Car Department	2	4	333
Paymaster's Office	1	5	166

Present Standing of Individual and Team Prize Holders

High average bowler to date...Ryan, 103⅓
High ind. score (1 game).....Losinsky, 117
High ind. score (3 games).....Tribby, 319
High team score (1 game)..Acct. Office, 481
High team score (1 game)..Pipe & Tin, 481
High team score (3 games)..Acct. Office, 1391

High Average Bowler on Each Team to Date

TEAM	NAME	AVERAGE
Accountant's Office	Ronan	97 5/6
Pipe and Tin Shop	Cook	94 5/6
Iron Foundry	Losinsky	98 1/6
No. 2 Machine Shop	Ryan	103 1/3
Car Department	Tribby	94
Paymaster's Office	Miller	100 1/3

Baltimore Division

Correspondent, W. H. Tarr, *Superintendent's Office*, Camden Station

George L. Cann, assistant file clerk, Superintendent's office, spent part of his vacation in October attending the Odd Fellows' Convention in Boston. Mr. Cann was somewhat taken with the latest styles the ladies are wearing; but your correspondent recalls that Mr. Cann rode in the parade during the convention held in Baltimore last year and made quite a showing. However, the ladies' socks and short skirts seem to have left an impression with Mr. Cann.

William M. Devlin, former secretary to the superintendent, has been promoted to chief clerk.

C. E. Owen, freight trainmaster, and E. A. Duffy, clerk to freight trainmaster, took their vacations during October.

Brunswick

Mr. Russell Reeds, freight inspector at the shed, has been transferred to Baltimore. We regret the loss of "Bobby," but all wish him luck.

Miss Christine Jones, mail clerk, has been given leave of absence to resume her studies at Hoods College, Frederick.

Miss Fisher, ice report clerk, spent her vacation in Norfolk, Va.

Roy Straitman spent a very pleasant week in Atlantic City, but after returning home was confined to his room because of sunburn poisoning.

Miss Cerelia Mills and party of friends spent two weeks at Niagara Falls, Canada and New York.

Miss Mabel Shaff spent her vacation in Atlantic City.

Washington, D. C., Freight Station

Correspondent, W. L. Whiting, *Chief Clerk*

"OVERTIME," without any extra pay, has been the order of the day lately in our Matrimonial Bureau. We never know when the fever is going to break loose. Our

assistant agent's stenographer was the first to succomb to the inevitable and quietly told us the other day that she had been married for about a week, and therefore begged leave to resign her position, incidentally leaving us for a time to do our own "stenoging."

On September 21, Miss Jane McDonnell, for that was her name until recently, went to Alexandria, Va. (of all the places in the world), in company with her "Joe," and returned from that gay and festive town as Mrs. Joseph C. Krieger. "Joe" was employed for some time in this office as demurrage clerk, and it was right here that the courtship began. If good wishes can bring them happiness, then "Joe" and Jane have a happy life ahead of them.

Some time ago, before it was decided that we could get along without a telephone exchange, there was a young lady telephone operator in this office whose name was Miss Emma Shafer, and who lived at Laurel, Md. (By the way, Laurel has brought a good many people to this station.) There is also a young man employed here as delivery clerk, named John B. Everson. At noontime, when most of our people were feeding the inner man, you could generally find "Johnny" and "Emmy" occupying the lowest step of the flight of stairs leading to our upstairs offices. This looked serious, but when Emma gave up her position, we all thought that it had only been a passing flirtation. Suddenly, however, "Johnny" began to get passes to Laurel, and finally made up his mind to go to that town to live. The result of all this was very natural, and on October 4 "Johnny" and Emma became "Mr. and Mrs." They are going on a short honeymoon, after which they will return to Washington, where the bridegroom will resume his matter-of-fact duties of delivering freight. "Johnny" is 22 years old and Emma is 18, so that there are many years before them, which we hope will be filled with happiness.

Cashier John H. Peak, recently spent a pleasant week in the vicinity of Cumberland, Md. He returned looking as brown and healthy as if he had been at the seashore the entire time. Good fresh mountain air and good country "eats" had a beneficial effect on John. While in Cumberland he paid a visit to Agent C. R. Grimm, who was formerly assistant agent at this station.

We regret to report that Miss Gladys Beall, one of our waybill clerks, has been ill of typhoid fever at her home in Laurel, Md. The last reports show that she is past the critical period and is on the way to recovery. We sincerely hope to welcome her back before long.

We had with us for a short time one of our old-time clerks, Julian C. White. He returned to his old desk as demurrage clerk, but left us again for a better position with the Claim Department in Baltimore.

We welcome to the fold Milton McGovern, stenographer, whom we hope to have with us for many years.

The poem, "A Little More," published in the Veterans' Department of this issue, is from the pen of William Page, the aged grandfather of the acting lieutenant of the Baltimore and Ohio Police Department, E. E. Nicholson, in charge at this station.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
R. G. Allamong *Secretary, Y. M. C. A.*
Ruth M. Cheuvront, *Office, Mechanical Engineer*

Martinsburg Shops

Correspondent, W. L. Stephens

James Wilson Bayer, fireman, and Miss Gertie Virginia Hays, of Jones Springs, were married in Ridgeley, W. Va. Mr. and Mrs. Bayer will make their home in Martinsburg.

Peter J. Shriver, retired veteran engineer, died at his home, 545 North Queen Street, at the age of 73 years.

Mr. Shriver was a native of Morgan County. He came to this city as a young man, and on January 1, 1868, he entered the employ of the Baltimore and Ohio, in which service he served continuously until age compelled him to retire. In all of the history of the Company in this section there never lived or served a man who was better known than P. J. Shriver. "Uncle Pete," as he was affectionately called by old and young, could always gather an interesting crowd around him when he began to talk railroading.

At the organization of the local branch of Baltimore and Ohio veterans, Mr. Shriver was elected its first vice-president. After serving one year in that capacity, he was unanimously chosen "president emeritus" of the Association, and continued to hold this title until his death. The trainmen and many among the traveling public will miss his familiar figure, for he made frequent trips, hunting and fishing along the Cumberland Division.

The funeral services were held at the First United Brethren Church. A widow, three sons, and two daughters survive him.



The late P. J. Shriver

Timber Preserving Plant

Correspondent, E. E. Alexander

Another record broken! All records for a single day's output were broken on August 28, when ten charges, 7,115 cross ties, were treated.

Mr. and Mrs. C. T. Thompson, Springfield, announce the birth of a son, James Martin Thompson, on September 19.

W. M. Mayhew, retortman, has been transferred to Car Department, Cumberland. Fireman C. C. Ricewick has occupied company house vacated by Mayhew. P. C. Kenney has been appointed retortman, suceeding Mr. Mayhew.

J. R. Leighty, blacksmith at the Plant since July, 1919, has resigned to accept a position with the Hice & Braler Mining Company at Mt. Savage, Md. W. F. Kifer was appointed blacksmith to suceed Mr. Leighty.

H. E. Smith has been appointed special apprentice at the Plant.

Mr. and Mrs. C. C. Ricewick were presented with a beautiful set of silverware by the Plant employes.

The Tie-gers continue to win, having taken four games out of five since our last issue. The games were as follows:

September 4, Cumberland, L. A. C., losing 9-5.

September 12, Great Cacapon at Green Spring, won 6-3.

September 19, Great Cacapon, won 3-2.

October 2, Paw Paw, won 7-2.

Try My Winter EGG MAKER For 30 Days

Send me no money. Just the coupon. My great Winter Egg Maker is called "Two-for-One." I want to send you some to try. Joe Brabec, Jr., of Mount Olive Ill., gave his hens "Two-for One" and got 336 eggs last November from 12 hens. Mrs. T. T. Simmons of Milltown, Ga., got 469 eggs from 19 hens in one month. Mrs. J. A. Doll of Corinth, Mass., in February got 709 eggs from 25 hens. Mrs. T. W. Wills of San Diego, Calif., writes that her 42 hens laid 1,260 eggs in one month. Mrs. R. Hegi of Buckeye, Ariz., got 93 eggs a day from 100 hens in February. Your hens can do as well if you give them "Two-for-One."



I Guarantee It to Produce Winter Eggs for You at a Cost of 1c per Dozen or It Won't Cost You a Penny

If your hens are moulting they need help in getting over it quickly. If your hens are over the moult they need help because the process of moulting has weakened them. That is why they are droopy, lazy, listless.

My great Winter Egg Maker contains Iron Sulphate for the bone building and strengthening, Precipitated Calcium Phosphate for shell-forming material, Ginger for a general tonic, invigorator and to sharpen the appetite, and Aloes as a gentle yet effective laxative and intestinal antiseptic. These four ingredients are just what hens need now, just as weak soils need nitrogen or other ingredients.

Send No Money

I want to send you my great Winter Egg Maker, "Two-for-One," to try 30 days. Don't send any money now. Just send me the coupon. I will mail you "Two-for-One" prepaid. Try it 10 days, 20 days, or thirty days. Watch for results. If you are not completely satisfied, "Two-for-One" won't cost you a cent. The publisher of this paper guarantees that I will refund your money at once upon your mere request if you are not more than pleased. Send me the coupon now, without money, and begin getting big egg yields at once, as so many thousands of users are doing. Don't put this off—write me now before you forget.

H. E. GOODRICH, President
Kinsella Company, 243 Bonheur Bldg., Chicago, Ill.

H. E. GOODRICH, President
Kinsella Company, 243 Bonheur Bldg., Chicago, Ill.

Dear Mr. Goodrich: If my hens do not lay extra winter eggs at a cost of 1c per dozen as a result of "Two for-One" you guarantee to refund my money on request. On this condition you may send me the following, as checked, on 30 days' trial

- ☐ One package of "Two-for-One," for which I will pay the postman $1.00 upon arrival.
- ☐ Three packages of "Two-for-One," for which I will pay the postman $2.25 on arrival.
- ☐ Ten packages of "Two-for-One," for which I will pay the postman $5.00 on arrival.

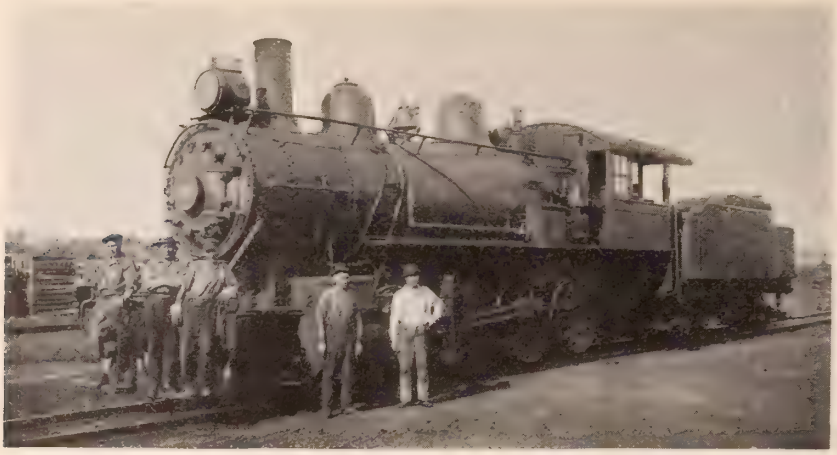
NOTE: The remedies below will help you make more money with your poultry. Order now. All sent on our money-back guarantee. Send no money now.

- ☐ 1 large size bottle of Kinsella Roup Cure, for which I will pay postman $2.00 on arrival.
- ☐ 1 four-ounce can of Kinsella Lice Paste, for which I will pay postman $1.35 on arrival.
- ☐ 1 four-ounce jar of Kinsella Scaly Leg Remedy, for which I will pay the postman $1 on arrival.

Name_____

P. O._____

State_____ R. F. D._____



Tie Plant Engine No. 1656 and crew

October 9, Paw Paw at Green Spring, won 3-0.

On Sunday evening, October 3, after an illness of many months, Mrs. I. N. Saville, wife of extra gang foreman at the Plant, passed to the Great Beyond. Martha Virginia Saville, daughter of the late John and Mary Miles, was born at Capon Bridge on January 19, 1866. She was united in marriage to I. N. Saville on August 28, 1884. Since that time she has been a resident of Hampshire County. She was a member of the M. E. Church South for over 40 years and was known through the community by her kindly ministering to the sick. Funeral services were conducted by her pastor, Rev. J. O. Thomas, and her remains laid to rest in the family lot at Forest Glen, on October 8.

Besides her husband, Mrs. Saville is survived by two sons and one daughter, I. C. Saville, at the Plant, E. B. Saville, car repairman, and Mrs. G. W. Smith, all residing at Green Spring. She was also a sister of Alexander Miles, well-known wreckmaster, Painesville, Ohio. The floral tributes were many and beautiful.

C. W. Lane, formerly supervisor at the Plant, accompanied by his wife, motored to Green Spring from their home in Boston and spent a few days with friends here.

The accompanying photograph is of Engine 1656 at the Tie Plant. The men are, left to right: W. F. Kesler, switchman; H. W. Gross, yard foreman; D. H. Talley, switchman; H. C. Seeders, fireman, and H. S. Long, engineer.

C. L. Kittle and wife entertained at their home, on September 3, in honor of Miss Bessie Thomas of Cherry Tree, Pa.

A pleasant evening was spent at cards, dancing and music, an old-fashioned square dance being the feature of the evening. At a late hour a delightful luncheon was served.

Among those present were: Mrs. Julia Montrose, Mr. and Mrs. C. L. Kittle, Mr. and Mrs. J. C. Alexander and daughter, Amy Jewel, Miss Bessie Thomas, Flora Morgan, Minnie Catlett, Elizabeth Sisler, Zelma Snyder, Akron, Ohio; Messrs. C. G. Worthington, Batavia, N. Y.; W. F. Kesler, J. H. Smith, W. N. Cline, F. A. Sebold.

This was Miss Amy Jewel Alexander's first social affair and her conduct was highly creditable. Her future standing among the "400" of this community is already assured.

Another big day's work in the interest of increased car miles was accomplished on October 11 when 38 cars of cross ties were released by 24 men. This is something we cannot do every day.

Pittsburgh Division

Correspondents

E. N. Fairgrieve *Car Distributor*, Office of General Superintendent

Elmer H. Stoltz, Pittsburgh Freight Station

The Freight Claim Department at Baltimore recently issued Bulletin No. 59, at the end of which there was an important question regarding the cooperation of the agents. The following is one of the splendid answers which was received in acknowledgment of the circular:

Chicora, Pa., September 30, 1920.

Mr. C. C. Glessner,
General Freight Claim Agent,
Baltimore, Md.

Dear Sir—Your Bulletin No. 59, of September 15, received today. In response to query with which you end same, "May we count on you?" we answer—"You may."

Yours truly,
(Signed) C. H. Smith,
Agent.

Pittsburgh Freight Station

W. F. Deneke, terminal agent, and wife, and R. H. Dierker, cashier, and wife, are motoring through the eastern part of Pennsylvania, Maryland and Virginia. M. A. Greenwood, chief clerk, spent his vacation with his family motoring through Wheeling, Columbus, Uniontown and Donora. Miss Emily Publow is back and looking fine after spending her vacation at Atlantic City. Miss Carol Lothrop, comptometer operator, spent Labor Day with her sweetheart and friends in Boston, Mass., and is back at Pittsburgh looking fine, still single. W. F. G. Rochfort, rate clerk, Auditor's Revision Bureau, is back from his vacation in the Isle of Pines and Cuba, very much benefited from his trip.

E. E. Greenwood has been assigned to the personal force of the terminal agent, as assistant cashier, succeeding A. E. Korb, who was promoted to the position of chief clerk to the division freight agent, W. E Magill. Mr. Knorr has been assigned to chief collector and has charge of the collections at Pittsburgh Freight Station. C. M. Fisher, formerly rate clerk with the Pittsburgh & Lake Erie Railroad, is now rate clerk under the Auditor's Revision Bureau.

Very much pleased on the return of Miss Minnie Sasse, who has been ill for the past ten days with ptomaine poisoning. Charles Maloney, assistant foreman, off for a period of one month, has again returned to duty.

Considerable time was consumed when Miss "Peggy" Woods juggled sugar from the Pittsburgh Freight House to her home, and did not even squeeze it, as not a single grain was lost.

Miss "Ray" Cromer, stenographer of the Claim Agent at Pittsburgh Freight Station, is looking fine after her vacation at Ohio Pyle and also a week-end at New York.

Joseph Rausch, terminal timekeeper at Pittsburgh Freight House, is back after spending an enjoyable week in Canada.

Miss Anna Schiller, Accounting Department, retired from the service to be captured by "Dan" Cupid. The employes of the Pittsburgh Freight House will miss her sweet smiling face, and all join in wishing her great success and oceans of luck. Someone else, whom we did not know, liked her smile better, and captured her from our family.

Pittsburgh Freight Station boasts of 100 per cent. in the Baltimore and Ohio Relief Department, both office and platform employes.

George Hopper, chief clerk, and family, made an enjoyable trip to Tennessee.

One of our popular stenographers at Allegheny Freight Station, Miss Margaret M. Farber, better known as "Peggy," made a very pleasant trip to Lima, Ohio.

M. C. Preston recently came back from Washington, D. C., and Philadelphia, Pa. While visiting Washington, he looked over the Terminals.

John Reid, better known as "John, Dear," the popular O. S. & D. clerk at Allegheny, and Paul McGinn, are back after an enjoyable trip to New York.

Mr. Redman is back after a pleasant trip to Cleveland, Ohio, and Morgantown, W. Va.

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton, W. Va.

Miss Mary C. Leeds, *M. P. Clerk*, Grafton, W. Va.

Machinist helper B. D. Hall and Miss Beulah Shaffer, of Simpson, were married at the bride's home, in September. They are now at home to their many friends at 502 Gay Street, Grafton. Congratulations, "Bud"!

W. C. Grow has been appointed timekeeper in Storekeeper's office, succeeding R. C. Warden, who resigned to accept the position of bookkeeper with Heflin and Mayselles.

Our sympathy is extended to Carpenter Shop Foreman H. L. Miller and wife, whose daughter, Miss Zoe, is seriously ill in a Baltimore Hospital.

Miss Agnes McCabe, storekeeper's clerk, has returned from an enjoyable sight-seeing vacation in our eastern cities, including New York, Baltimore, Newport News, Boston, Albany and the famous Hudson River trip.



Crew of Crane No. 64 at Glenwood

Miss Mamie Eichelberger, the "laughing" girl of the Storekeeper's office, says that although she is a loyal American, yet she will be "Frank" about admiring the English nobility, especially an "Irl."

A. A. Powell has been appointed boiler form clerk, Master Mechanic's office. Glad to have you with us, "Arch."

Hark Ye to This Tale!

A strenuous day—writing service cards while timekeeper was on vacation, followed by a sleepless night with visions of the names on shop roll assuming all sorts of shapes, produced the following story in the mind of the L. P. I clerk (poor girl!).

On the Greene Mooreland, overlooking the Loar Lake, where the Grey Waters Breaksall over the shore, and the Carroll of the birds can Bee Herd; where the Wolfe, Coon, Moose, Beavers, Campbells and Lyons Love to Hunt, where Millers, Wrens and Peacocks fly, where Meek Foxes Cut-right up the Holler as Fast as they are Abel, and where Blue Plums Grow and Wine is plentiful, stands the Cassell of the Prince with its Six Long Halls, where in days gone by Sweet Bealls and Noble Knights Held Weekley court and were served by Cook, Butcher and Baker.

Z. L. Dean has accepted the position of pipe shop foreman.

A young railroad clerk named Nuzum,
Said, "Maybe a cartoon would amuse 'em,"
So this same little "Coxy,"
With pencil so foxy,
Of the dear girls and "Life Guard" he drew some.

Ohio River Division

Correspondent, MAUDE M. MOORE

"Safety First"

"Safety First" has become the slogan of every railroad company and manufacturing plant in the country, and still, if we do not pause to think, we all become more or less careless. Often we could avert an accident if we would merely take the time.

Safety is not a question of time, but of saving a life, the most valuable thing in the world.

If we would all stop to think how the number of widows and orphans could be reduced if just one moment would be spent each day in practicing a little Safety, we would give this matter more of our time.

In our shops, for instance, many an accident could be averted if we would first find the danger points about our own jobs and then immediately report them to our foreman. The management does not desire that we take any chances where danger is involved. Remember that every time we avert an accident to ourselves or anyone else, we become somebody's benefactor.

Do not forget the blue flag when you go under that car or engine to make even minor repairs. It is furnished us to be used, and its use may result in the saving of your life as well as that of another.

No man ever lost his job for being careful, but many a man has lost out by carelessness.

Remember it only takes one accident to lose an eye, a limb or perhaps crush out a life. Let us strive to avert that accident.

"If a hand is worth a fortune
And an eye is worth a few,
Why take a chance of losing 'em
When you know just what to do.

A little care, a little thought
Preserves the lives of men;
So buck up, Pal, and take a think
Of Safety now and then."

We are glad to announce the appointment of M. H. Mohler as inspector of accounts on this division. Mr. Mohler has been transportation timekeeper for the past few years and is very deserving of the promotion.

G. B. Spencer, division accountant, has been transferred to Dayton, Ohio, to fill a similar position there. All regretted to see Mr. Spencer leaving and we know that he will miss the "Beautiful Ohio." All kinds of good luck, George.

Miss Ethel Owens has been transferred from stenographer to division engineer, to the Superintendent's office, taking "Musician" John Rood's position as general clerk. John has resigned, as he contended that he missed his calling as a railroad clerk and has taken up the study of music.

C. E. Catt, former chief clerk to the division accountant at Seymour, Ind., has arrived and is on the job as our new division accountant. We know that Mr. Catt will like his new surroundings and we all pledge our hearty support to him in his new position.

CAR MILES, MORE CAR MILES! is the slogan of the Ohio River Division.

S. W. Hill spent a few days in our city last week, visiting the Superintendent's and Division Accountant's offices. The clerks of the Division Accountant's office certainly enjoyed Mr. Hill's talk with them; they always enjoy his visits.

The new heating system is being installed at the Pullman track, Ann Street Station. The employes of that station are hoping that it will be completed before the snow man and winter winds arrive.

C. E. Adams, train dispatcher, motored to Morgantown during the latter part of August, and spent a week of real happiness with his little granddaughter, whom he claims to be the sweetest of all children.

Some time ago Benjamin Johnson was seeking a nice cool place to spend the hot summer nights in comfort. At last he rented a houseboat, and had been in camp about four nights, enjoying things fine—good eats, music, cold drinks (?) 'n everything. The fifth night found "Benny" with a few friends in visiting. The evening was spent in conversation, dancing and various other ways. Finally the hour was mentioned and they were about to retire, when a little scream was heard at the end of the boat. All hands on deck rushed to the scene. Water was pouring in over the front of the boat like mad. The waters from Lock 18 had been let out and the water came in in a rush. It made it difficult for the pleasure seekers. They had to swim for their lives. Captain "Benny" spoke up and said, "Ha! just like we were in mid ocean, batting hard." Huh," Benny?"

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*, Weston, W. Va.

Roundhouse Foreman "Add" Malone of Weston is looking for tank men. Does any one know where he can find about ten ready to work 24 hours a day? If so, speak quickly before it is too late.

Miss Borneman, shop clerk, on the day after pay day went to Clarksburg. Why? we know not, but we are watching with both eyes to see the new dress, latest fall style, which, doubtless, will soon appear.

GENUINE $12.00 IMPORTED VELOUR

DELIVERED FREE

Write quick for this amazing bargain. Only limited lot. Wonderful quality, imported velour—record-breaking cut price. Guaranteed $12 value for only $6.89 on arrival. $6.89

Pay on Arrival Only $6.89 for This Great



$12 HAT

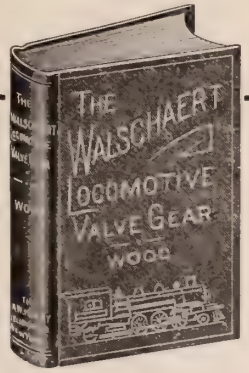
Send No Money!

Just send your name and size of hat on postcard or letter for this wonderful imported black genuine velour hat. Beautiful fedora style. Flexible brim. Can be turned up or down. Made of the finest quality, very silky, black imported velour. Fine wide grosgrain black silk ribbon band. Genuine leather, non-solable sweat band.

DON'T SEND A PENNY — Pay only $6.89 on arrival for this $12.00 hat. We pay delivery charges.

We guarantee to refund your money immediately, if you can match it for less than $12.00. Save Money—Write Today before this astounding offer is withdrawn. Just send your name, address and size.

BERNARD, HEWITT & COMPANY
Desk H3611, 900 W. Van Buren Street, Chicago, Ill.



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The WALSCHAERT and Other Modern Radial Valve Gears for Locomotives

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245 Pages (5 x 7½) — Fully Illustrated

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WITH the adoption of the Walschaert Valve Gear on nearly every modern locomotive in America, this book fills a place of real interest and usefulness. By a careful study of its pages, one can THOROUGHLY understand the Walschaert Valve Gear, as the author takes the plainest form of a steam engine—a stationary engine—in the rough, that will only turn its crank in one direction—and from it builds up—with the reader's help, a modern locomotive equipped with the Walschaert Valve Gear, complete.

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The book is fully illustrated, and a novel and interesting feature of the book is the folding diagrams with cardboard valve models, by means of which the actual operation of the valve under the influence of the Walschaert motion can be studied.

FOR SALE BY

BALTIMORE AND OHIO MAGAZINE

Mt. Royal Station, Baltimore, Md. — Send Check or Money Order



N. H. Davidson
Trainmaster and road foreman of engines, Gassaway

Our photograph this month is of N. H. Davidson, trainmaster and road foreman of engines, Gassaway, covering the territory of the old Coal and Coke. Mr. Davidson was born in Gilmer County, West Virginia, and entered the employ of the Railroad as locomotive fireman on the Monongah Division in 1903. He was promoted to engineer in 1905, and on December 1, 1918, to his present position.

Mr. Davidson is an experienced engineer, well-known and well-liked by all of us.

"Mike" Murray, clerk to the captain of police, Weston, has resigned his position to accept place as yard clerk in Grafton. We are all exceedingly sorry to lose "Mike," but wish him all kinds of luck. There will be many a tear shed by the fair sex in Weston because of his departure.

Road Foremen Marsh and Davidson recently attended the road foremen's convenrion in Chicago. We are glad to report their safe return to the Charleston Division. Much anxiety was expressed over their probable safety in such a big city, without our guiding hand to sustain them.

Mrs. C. N. Criswell, having seen what we said about "Charlie" in the September MAGAZINE, decided to see for herself what he was doing when away from home, and recently spent a couple of days in Weston.

John H. Nodes, former secretary to the superintendent, who spent his vacation with us, has returned to school at Columbus, Ohio. Tie Inspector Kaufmann, who is often seen on the Charleston Division, is in Florida, maybe hunting "ties," maybe "alligators."

It is reported that E. M. Talbott, inspector of accounts, Baltimore, is visiting Gassaway, W. Va., quite frequently. Some attraction, of course, but we warn him he'd better stay home. You do not belong on the inside of the Charleston Division, E. M.

W. H. Schide, chief clerk, has returned to duty after spending a very "pleasant" vacation, undergoing an operation for tonsilitis, which relieved him also of quite a little surplus flesh, and left him somewhat peeved, but—

Nevertheless,
We must confess,
There's nothing wrong
With W. H. S.

Supervisor "Mike" Harrington, one of our old-timers, is spending his vacation at Mount Clemens, Mich. The climate of the Gauley Line has been hard on "Mike" lately, and he is trying out the baths to see if they will help his rheumatism. We wish him every good luck.

C. W. Egan, general claim agent, Baltimore, was a recent visitor at Weston. While here, we had the pleasure of hearing him speak twice at the High School Auditorium. A number of Railroad men and their families were present at each lecture, and his kindness in giving us this pleasure is much appreciated.

Our sympathy is extended to Captain J. N. Godman in the death of his brother-in-law. Mrs. Godman and baby have just returned from a trip to Seattle.

R. A. Taylor has been appointed agent at Sutton, W. Va., vice Mrs. G. M. Leach, who is taking a leave of absence. Relief Agent Davis is enjoying life in the wilds of Curtin, while H. A. Robb, agent, is visiting relatives for a while. J. M. D. has his family in Gassaway, and says he would like at least to become acquainted with them again. As it takes about two days to go from Curtin to Gassaway, he does not get much opportunity.

Miss Nona Paisley, who has been in the Transportation Bureau of the Division Accountant's office for two years, has been transferred to Gassaway, where she takes the place of Miss Thompson, general clerk in the Master Mechanic's office. Miss Thompson was recently married to Operator Stillings of the Dispatcher's office. We extend our congratulations, but we regret exceedingly to lose Miss Paisley, who by her pleasant personality and unfailing good nature has endeared herself to all of us.

Miss Marguerita and Miss Kitty McCormick have recently returned from their vacation, which they spent in and near Buffalo. Marguerita tells us she visited Niagara Falls while she was gone, and that she never did see so much water in all her life. Kitty says it beats Ellamore all to pieces.

We are sorry to learn that Trainmaster J. D. Nicholas had to spend his entire vacation in Gassaway, on account of the illness of his baby, who, however, we are glad to note, is improving. We also learn with pleasure that Dispatcher "Charlie" Carpenter's boy is getting well over his attack of scarlet fever.

Miss Janet Longwell, who was recently married, has left the Division Accountant's office to take up other duties. Let us hope that her new "Boss" will not treat her any worse than the old one did.

Travelling Auditor M. J. Foos was a recent visitor at Weston. We are always glad to see him.

Weston Fair has come and gone. "Some time," the boys and girls surely did have. It lasted three days. Unfortunately the weather was unkind on the last day, and the fair had to be closed down. Miss Justice says she never did have such a time, riding on the ferris wheel, eating peanuts and drinking pink lemonade. That was one day she forgot that there ever was such a thing as a derailment, or a Railroad, and only remembered that "rural delivery routes" must be carried, fair or no fair. All the other girls had a glorious time, judging from their stories. Special shuttle service was run between the station and fair grounds, and a large number of people from all parts attended.

The September MAGAZINE has just arrived, and as usual is welcome. Of special interest is the letter from President Willard in reply to an allegation that railroads are profiteering in coal. As usual, President Willard hits straight from the shoulder, and we are glad to see the editorial comment, "His word is always good." We can think of no finer compliment to be paid to any man. Of unusual interest, also, is the second of Colonel Emerson's articles on his adventures in Russia. They deserve careful reading by all of us.

We are just in receipt of advice that a "No Accident Campaign" will commence October 18, and continue until November 16. We take this opportunity to ask the loyal and well deserved support of all employes on the division.

When you pick up your daily papers, or when you look over the personal injury reports, how many times do you see the words "Struck by a train." Do you stop and think that the fellow who lost his life, or was permanently disabled, perhaps has a wife and children, and of the suffering which must result?. Do you ever remember that it is just this sort of thing that the Safety Committees and the officers of the Baltimore and Ohio, and other railroads, are fighting against, day after day, and year after year? Or, when you see these words do you just pass them by without a thought? If you do, you are not doing your full duty to your employers and to your fellow men.

Do you work for Safety ALL the time, or only when you come to the committee meetings, or when it is momentarily brought to your attention? "Be a safety man or woman all the time," said our superintendent at the last meeting. Are you doing it? If not, start today. There is no time like the present. Show that we are all alive to the importance of the work, and let's do all we can to help it along. In the long run, we are just helping ourselves.

Let us go through the campaign without an injury or loss of life. If we all stick together and work to that end, we can do it. And let's win the pennant. It may seem a "tall order," but it can be done, and if you make up your minds to do it, it WILL be done. There is no one on this division, man



"This is *my* go-cart," says little Joseph E. Caperuse the 11-months-old son of E. M. Caperuse, agent, Midvale, W. Va.

or woman, who cannot help us to make the campaign a success, and we ask their aid, not alone for the honor of the Charleston Division, but for humanity's sake also. Let us all be ready to start in TODAY and do our part, talk SAFETY, live SAFETY, and so promote SAFETY.

The usual meeting of the Division Safety Committee was held in Weston September 23, Superintendent Trapnell—who never misses a meeting—in the chair. Plans for extending and intensifying our Safety work were discussed and a committee appointed to consider what can be done. They will report the result of their discussions at our next meeting. Miss Madge Hinzman, shop clerk, Weston, read a most interesting paper on the subject of "The Best Way to Get the Benefit out of the New Book of Safety Rules." Space will not permit us to quote the paper in full, but worthy of special attention are the following extracts:

"'Safety must be the first consideration of every department of the service'" is the first statement of the book of rules. I would venture to say that 99 per cent. of the Railroad employes are aware of this fact, but it is a case of do as I tell you, not as I do, when it comes to being governed by this rule. Cooperation and compliance with Safety rules is required of each employe in making our Railroad SAFE."

On Sunday, September 12, about 1,300 employes and their families gathered to attend a SAFETY picnic at Tennerton. Special trains were run from Gassaway and Weston. The Weston folks brought their own brass band, which played at intervals during the day. Speeches were made for the occasion by Superintendent Trapnell, Dr. Aspinall of Wesleyan College, Buckhannon, and Safety Agent Mitchell. We regret that Superintendent Broderick and General Superintendent Scott were unable to be present. The trains were manned by volunteer crews, to whom the thanks of all present were extended for their voluntary services in giving us all a good time. Thanks were also extended to the management for furnishing the trains.

The Division Claim Prevention Committee held a meeting in Weston on September 23. The term of Chairman Ryan having expired, E. J. Hoover, agent, Buckhannon, was unanimously elected in his place. Mr. Hoover has had many years' experience in station work, and for a long time has been an enthusiastic and untiring worker in the interests of Claim Prevention. He asks the continued support of all our agents in order that the good work may continue. Any suggestions or reports along the line of claim prevention will be gladly received by Mr. Hoover, Mr. Ryan, Mr. Criswell, or any other member of the committee.

Are you getting your MAGAZINE regularly? It can be obtained at the superintendent's and trainmaster's offices at Weston, at the assistant superintendent's office at Gassaway, and at the shops. If you don't get it, drop us a card, and we will see that you do.

During the past month, the intensive drive for CAR MILES has continued. Everyone has taken a lively interest in the work, and also in the question of heavier loading. Business has been heavier than ever; on one day the Charleston Division moved 902 loads, which is a record. Cars were a little more plentiful. All our agents, shippers, conductors and brakemen took a great interest in the work of prompt unloading and loading of cars, and we urge them to continue the good work. The appreciation of our division officials has been expressed to those who assisted in the drive.

A recent visitor on the division was B. A. McDowell, of the Fuel Supervisor's office, Baltimore. Quiet, unassuming, and withal a real good fellow, "Mac" is always a welcome visitor in Weston. And this brings to mind another important subject, "Save Coal." We all know what a ton of black diamonds costs now, and what this one item alone means to the Railroad. Road foremen, engineers and firemen, and all mechanical employes can do their share to SAVE coal, and to put the Charleston Division where it belongs on the fuel bulletin, namely first in passenger, freight and yard service. SAVE A SHOVEL FULL A TRIP.

It has recently been noted that Fireman D. E. Rohrbough of the West Virginia and Pittsburgh District makes frequent trips to Clarksburg. As he cannot "save coal" while travelling on the street cars, we wonder what the attraction is?

Engineer E. M. Arbogast has recently joined the ranks of the married men. We extend congratulations.

Wreckmaster R. D. Shoemaker attended the Elks Convention at Wheeling recently.

Passenger Conductor J. R. Cox recently spent a day or two fishing. "Net" result, one big bass. We understand that the passengers on his run are being regaled with some fine fish stories now.

Mr. Glessner has some interesting remarks to make on the subject of claim prevention, and we call them specially to the attention of the members of our local committee and agents. We would also like to call special attention to the Baltimore Division Veterans' picnic at Brandywine. In the account of their outing we find an address by General Manager Ennes, from which we take the following: "Let's move the cars and cut down the prices." This would make a fine motto for the Charleston Division, and would be exactly in line with what we have all been trying to do. Let us keep after the cars, and do exactly what he asks. It will help us all.

Assistant Chief Clerk Pickens took a day or two off. He was busy digging a hole to lay a pipe to get water into his country residence. We offered the services of the superintendent's office staff, but he declined to accept them, saying he preferred that all work of this sort should be done by his own hand. Suppose when you get the pipe laid "Pick," you will ask us all to visit you and have a drink, won't you?

Miss Ethel Kellar of the Car Distributor's office denies that she spent her vacation learning passenger train running. She says her interests now lie in the lumber business. Girls are changeable, are they not?

Miss Sylvia Miller, also of the Car Distributor's office, went away on a vacation. She said she was going to St. Louis; then she said she was going to Baltimore, and then she was going to Mole Hill. To be exact, therefore, we cannot say where she went.

We are informally and unofficially advised that the chief baggage smasher at Weston would like to change jobs with the car "disturber." "There's a reason."

C. E. Rozzelle, assistant division engineer, has been transferred to the Pittsburgh Division. Mr. Rozzelle was deservedly popular with all of us, and we are very sorry to have him leave us. However, it is undoubtedly a promotion, and our congratulations and hearty good wishes go with him. We cannot believe, however, that Pittsburgh will come anywhere near comparing in beauty with our fair Weston. Mr. Rozzelle is replaced by Mr. Kerfoote, of Mr. Andrews' office in Baltimore.



YOU Can Get a Ford FREE

Without a Dollar of Cost



You don't have to pay for it—not even the freight. Not a dollar of your money is required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

G. WOODS, Mgr., 203 Capital Bldg., TOPEKA, KANSAS

50 Eggs a Day

"More Eggs' Tonic is a Godsend," writes Mrs. Myrtle Ice, of Boston, Ky. She adds, "I was only getting 12 eggs a day and now I get 50." Give *your* hens a few cents' worth of "More Eggs," the wonderful egg producer and you'l be amazed and delighted with results.



$1.00 Package FREE

Send the coupon below. Don't send any money. Mr. Reefer will send you two $1.00 packages of "More Eggs." You pay the postman upon delivery only $1.00, the price of just one package, the other package being free. The Million Dollar Merchants Bank of Kansas City, Mo., guarantees if you are not absolutely satisfied, your dollar will be returned **at any time** within 30 days—on request. No risk to you. 400,000 users raise Reefer's "More Eggs."

Poultry Raisers Everywhere Tell Wonderful Results of "More Eggs"

126 Eggs in 5 Days

I wouldn't try to raise chickens without "More Eggs," which means more money. I use it right along. I have 33 hens and in 5 days have gotten 10½ dozen eggs or 126.
MRS. J. O. OAKES, Salina, Okla.

"More Eggs" Paid the Pastor

I can't express in words how much I have been benefited by "More Eggs." I have paid my debts, clothed the children in new dresses, and that is not all—I paid my pastor his dues. I sold 42½ dozen eggs last week, set 4 dozen, ate some, and had 1½ dozen left.
MRS. LENA McBROON, Woodbury, Tenn.

1200 Eggs from 29 Hens

The "More Eggs" Tonic did wonders for me. I had 29 hens when I got the tonic and was getting five or six eggs a day. April 1st I had over 1200 eggs. I never saw the equal. EDW. MEKKER, Pontiac, Mich.

160 Hens—1500 Eggs

I have fed two boxes of "More Eggs" to my hens and I think they have broken the egg record. I have 160 White Leghorns and in exactly 24 days I got 125 dozen eggs.
MRS. H. M. PATTON, Waverly, Mo.

$200 Worth of Eggs from 44 Hens

I never used "More Eggs" Tonic until last December; then just used one $1.00 package and have sold over $200.00 worth of eggs from forty-four hens. "More Eggs" Tonic did it. A. G. THODE,
Sterling, Kans., R. No. 2, Box 47.

Send No Money!

Dont send any money: just fill in and mail coupon. You will be sent, at once, two $1.00 packages of "MORE EGGS." Pay the postman upon delivery only $1.00, the extra package being **FREE**. Don't wait—take advantage of this free offer TODAY! Reap the **BIG** profits "MORE EGGS" will make for you. Have plenty of eggs to sell when the price is highest. Send TODAY—NOW!

E. J. REEFER, Poultry Expert,
4078 Reefer Building, Kansas City, Mo.

Dear Mr. Reefer—I accept your offer. Send me the two $1.00 packages of Reefer's "More Eggs" for which I agree to pay the postman $1.00 when he brings me the two packages. You agree to refund me $1.00 *at any time* within 30 days, if *both* of these packages do not prove satisfactory in every way.

Name .....

Address .....

C. F. Anderson, discipline clerk, Weston, has been transferred to Curtis Bay Coal Piers. We assume that a special mail sack will now be put on between Curtis Bay and Gassaway. It was reported that "Andy" would take up school teaching as a vocation, but evidently the prophets are wrong.

In the course of business it has often been necessary for us to talk to Chief Clerk Ford at Grafton, and we had wondered what he looked like. Our curiosity is appeased by the excellent photo which appears in the September MAGAZINE. We regret to note, however, that Mr. Ford appears to have somewhat of a selfish disposition. He is the only man in the picture, and is surrounded by a large number of the fair sex. We understand C. L. is married. Why not give the single boys a chance?

The "Jazz" tie has arrived in Weston at last. We note that Mr. Wetzel of the Maintenance of Way Department and Road Foreman Marsh are the victims. As, however, we have never noted them both wearing the "Jazz" on the same day, probably we are justified in our conclusion that but one of these ties has reached Weston.

Western Lines

General Offices, Cincinnati

Correspondent, E. W. SPILLE, *Pass Clerk*

A beautiful thought for today: "If you are happy any grouch knows you are foolish."

In the reorganization of the welding division on the Western Lines, J. T. Stroud, formerly district welding inspector, with offices in Cincinnati, has been appointed district welding inspector at Pittsburgh. J. B. Jenks, welder at Newark, has succeeded Mr. Stroud.

There seems to be quite a bit of rivalry in the General offices as to who had the best fishing during their vacation. William Moorehouse, assistant chief clerk, Superintendent Motive Power office, has told us some wonderful fish stories. O. C. Ross, telegrapher, "SG" office, returned from Charleston, Mo., and informs us that he caught the largest fish in the lake at that place. Mr. Ross says fishing was so good that he had to hide behind a tree to bait his hook to keep the fish from jumping out of the lake after the bait. Of course, we have no right to disbelieve these gentlemen but, would like to see some of the fish the next time.

George Bick has at last succeeded in growing hair on his head. We certainly hope that H. W. Shoup, who is now trying the same prescription, has as much success.

Charles Enneking, statistician, Cost Department, has joined the "Ancient Order of ROOPS."

Miss Jessie Pyne, stenographer, Transportation Department, has resigned to join the Order of Housewives. Our hearty congratulations accompany her.

Miss Hilda Klinkicht's beautiful collection of dresses always keeps us guessing which one she will wear the following day.

Miss Blanche Stephens, who has been in the West for the past three months for her health, has returned and is now employed in the Transportation Department. We are glad to have Miss Stephens back with us again.

Lester Carner, draftsman, Engineering Department, has informed us that he will not marry any girl unless she can cook. Take your time, girls, don't crowd.



Two good Stenographers: Misses Amanda Geiser and Ruth Beitzer

George Kopp, Engineering Department, lost his moustache. Finder kindly return.

"Pat" English, assistant labor agent, spent his vacation at his home in Georgia.

The accompanying picture of the Misses Amanda Geiser and Ruth Beitzer, stenographers, Transportation office, was taken on one of their recent week-end trips to Mammoth Cave. These young ladies have, during their time with the railroad, acquired considerable knowledge through travel and can tell some interesting stories of incidents that have happened while on their trips. Besides being very diligent and conscientious workers they are two of the most popular girls in the General offices.

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

A romance which had its inception in the Car Record office several years ago, culminated recently in the marriage of M. S. Mackenzie, head record clerk, and Miss Frieda Seurig, former employe of the Baltimore and Ohio. After the nuptial ceremonies, which took place on September 25, the happy couple enjoyed an extended visit to eastern cities. His co-workers join in extending to the lucky groom and his charming bride their best wishes for a long and prosperous married life.

"Joe" Beel, chief clerk to superintendent, and correspondent for the MAGAZINE, was absent from his desk for two weeks. He says he was taking a much needed rest and vacation. Unofficial information is to the effect that "Joe" was scouting around to get a suitable lightweight pug that he can train to succeed a recently dethroned champion of this city. "Joe" is quite a devotee of the fistic art, and if suggestions are in order, why not suggest "Eddie" Schmalz?

Miss Kathryn Weber, the genial secretary to superintendent, better known by the cognomen of "Jim," is flying her colors in the form of a beautiful green silk sweater. Our Norwood correspondents have given us some inside information that the Norwood Electric Company has made a complaint as to the extravagant use of the electric current. We deduct from this that there must be a regular caller at the "Weber" home on several evenings a week.

"Bob" Jennings, the live wire car distributor of the Superintendent's office, after reading the account in the September issue regarding the Baltimore and Ohio Baseball Cup Game, sat back and expressed what we believe is the sentiment of each Cincinnati baseball boy—"I can't understand, with the amount of good ball players to draw from, why we cannot be competing for the championship." "Bob" was immediately appointed as a committee of one, to get a line on all the first class ball players in the terminal, so he can arrange next year (using his expression) "to have such a team that when they throw their gloves on the diamond, the other team is beaten." Let us all get together and start early. Let Mr. Jennings have your name, if you are a ball player; if you are not, let him have the names of some other employes that are good players but who are too modest to admit it. Mr. Jennings has a good plan in mind to accumulate finances necessary to start with, and with the combined effort of all, Cincinnati Terminals will bring home the bacon next year. Don't shove, keep pushing, and we will get there!"

We are glad to see our boss, Mr. Myers, back on the job after a short illness.

If you don't think Cincinnati Terminals will do its part in the CAR MILE DRIVE, just journey down to Wood Street some morning and watch "Bill" Fisher and his crew speed up.

"Eddie" Brown, erstwhile car buncher at Stock Yards, is now holding down the position of yardmaster at Brighton. If you don't think "Eddie" can produce, get your eye on Brighton 2651.

George Thornburg, conductor, has been acting in the capacity of yardmaster around the terminals, relieving regular yardmasters who were on their vacations. George is a good advocate of CAR MILES and is doing his share.

"Jack" Weber, yardmaster at Oakley, and family, are sojourning through the East, taking in the sights. Incidentally, "Red Jack" is gathering ideas about yard operation.

Frank Nock has come into the limelight recently. He succeeded to the chief clerkship in the Superintendent's office in the absence of Mr. Beel, who was on his vacation. Frank, known to his intimate friends as "Philander," dispalyed an unusual amount of diplomacy and executive ability handling the position. Frank's vocabulary has increased—he amazed the crowd recently by using the word "osseous." Strong men fainted, and ladies swooned.

Girls, girls and *more girls!* Watch Cincinnati Terminals' display of beauty in the coming Beauty Contest! Connoisseurs of beauty have picked out our sister city, Louisville, Ky., but we think we can show the Baltimore and Ohio family where most of the peaches grow.

It is rumored that Mr. Bybee, local car accountant, is contemplating a trip to Chicago to get some information regarding the system of keeping records. We just secured a suggestion from our Ludlow friend to be sure and place a big tag on "Bill" so that he won't get lost in the Windy City.

There are many ways to dispose of your back pay. Probably the manufacturer of "Tin Lizzies" took advantage of the situation, as we notice Yardmaster Alexander, Storrs, making a record on the hills around Cincinnati in this popular conveyance.

It is rumored that Henry Nolte, yard brakeman, Winton Junction, has asked the state and county authorities to have the town of Lasche, Ohio, changed to "Nolte," and for the Norfolk and Western Railroad to substitute the name Norfolk-Nolte and Western; however, be it understood there is nothing authentic about it.

A certain person, working on Storrs repair track, went into a restaurant the other day for his dinner. On his table he discovered something different, with which he at once filled his plate. After tasting what he had supposed to be dressing, he discovered that he was eating bread pudding covered with catsup.

There is a rumor on the repair track regarding Frank Smith's being the proud father of twins. Good luck, old top! The office force thanks you for the *cigars*.

We also place O. H. Royse, car repairer, Storrs, Ohio, on the "papa" list, he being the proud father of a 10-pound baby boy. The only thing he will regret is the name given the child—"Clyde"—having named it for our M. C. B. bill clerk, Clyde D. Swepston. We hope that he will not follow in Clyde's footsteps.

Our deepest sympathy is extended to L. E. Birch, car repairer, and P. Birch, in the loss of their sister.

We would like to know what fair young damsel on Rosemont Avenue keeps our "Josie" out till four o'clock in the morning.

Girls, listen to this remedy for reducing, as prescribed by Mrs. E. R. Swepston. Are you all listening? Walk to work in the morning.

Assistant Trainmaster J. P. Fallon just returned from his vacation, which was supposed to have been spent in Chicago and nearby cities, but "Weber's," at Oakley, had information as to his whereabouts.

Trainmaster C. J. Cleary just returned from a very enjoyable vacation during the month of August, on which he had the pleasure of meeting some of his old-time friends and relatives in New York and Pennsylvania. Returning to Cincinnati, he visited St. Louis with his grandson, "Little Jake."

Road Foreman W. T. Darling has returned from his vacation, which was enjoyed by himself and family in their new "Oakland."

Yardmaster Alexander and family enjoyed a very successful "flivver" trip to Indianapolis and way points.

Trainmaster W. J. Robinson and family enjoyed a Chevrolet motor trip through the country.

A. S. Hilliard, night clerk, Stock Yards roundhouse, and Mrs. Hilliard enjoyed a trip to California.

New Castle Division

Correspondents

A. C. HARRIS, *Assistant Chief Clerk to Superintendent*, New Castle, Pa.
P. W. ADAMS, *Telegraph Operator*
O. C. BEDELL, *Telegraph Operator*

MILES — MILES — MILES
BOOST — CAR — MILES

Wear the wheels out
Watch the BOSS shout
SMILES — SMILES — SMILES

We are low in spirits, and this is not intended as a warning to our thirsty friends. Our car miles for the month of September did not reach the figure we had promised, and while we feel somewhat disappointed, nevertheless we can see clearly the necessity for continued and greater efforts. Keep your eye on the October figures and judge for yourself if the New Castle Division ever fell down on any promise it made.

The Chicago White Sox debacle was truly terrible and the idea is prevalent, but "Steve" claims that "Sam" Johnson's white socks hide a greater scandal.

The "No Accident Campaign" should serve to restore our faith in human nature. We all look askance at any scheme labeled "FREE," but in this case we are certain that every employe can secure something invaluable. What are you asked to do? To consider your welfare and the safety of others. What do you receive? Maybe an eye, a limb—perhaps life itself. Surely the reward is great.

Frank Stevenson is a remarkable lad, industrious, studious and everything. Even in his lighter moments his mind is wrapped up in railroad problems and he can be heard to murmur frequently, "You tell 'em, engine."

Lee Davids is aspiring to the mantle of the "Pied Piper." Through some clever work recently he disposed of three rats in one performance. It takes fast work, but Lee says the sure method is to sneak up quietly and with a quick twist tie a knot in the rodent's tail. Immediately the rat dashes for the hole but finds that he cannot drag the knot through. He pulls and pulls, stretching his skin so tight he cannot close his eyes and we all know what happens if we can't sleep. The scheme is patented. Don't try it without the permission of Lee.

Homer, Ohio, had an exceptionally strong baseball team; this is certain because the residents of the village would admit it. The New Castle Junction team made the trip to Homer, Ohio, recently and carried off everything except the ball park. Homer was helpless before the pitching offered them, while New Castle had little trouble in solving the delivery of the Homer artist. After the game a splendid dinner was served to the New Castle boys and it was then that "Nut" Schindler, New Castle third baseman, made the motion that the umpire cancel the game and declare the Homer boys winners on total points scored for the day. If those boys could only play ball like the ladies could cook and serve meals, the Cleveland Indians would never have had the chance to battle for the world's championship as the leading Ohio team.

On October 29 the annual big dance for the New Castle Junction employes will be held in Neshannock Hall. This is one of the yearly events that all look forward to, and

Send No Money

Profit Smashing Bargain — Just send your name, address, size and color for 6 pairs of these handsome, durable, genuine Duo-Web silk socks. Pay only $3.19 for 6 pairs on arrival. **GUARANTEED $6.00 VALUE.** Wonderful quality, extra heavy silk. Elastic ribbed top. Double toe and sole, high spliced heel. Choice of brown or black. Fast colors. Write today for this astounding offer. Limited quantity. Only 6 pairs to a customer. Shipped delivery charges paid. Pay only $3.19 on arrival. Money back if you can match them for $6.00. Dept. L3611



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The watch comes *express prepaid* to your home. Examine it first. Only if pleased send $5.50 as first payment. Wear the watch. If after ten days you decide to return it we refund deposit immediately. If you buy, send only $5.50 a month until $55.00 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "Send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

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By GEO. L. FOWLER

Revised by WM. W. WOOD, Air Brake Instructor

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It is out of the question to try and tell you about every subject that is covered in this pocket edition of Locomotive Breakdowns. Just imagine all the common troubles that an engineer may expect to happen sometime, and then add all of the unexpected ones, troubles that could occur, but that you had never thought about, and you will find that they are all here, in this Up-to-Date Edition of "Breakdowns," with the very best methods of repair.

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BALTIMORE AND OHIO MAGAZINE

Mount Royal Station **Baltimore, Md.**

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First Prize for the Brotherhood of Railway Carmen at Zanesville, and the men who made it

judging from the plans made, this year's dance is to be the best ever. John A. Jackson, with his efficient helpers, William Mulcahy, H. D. Horner, P. B. McDowell, and others, are up to their ears in work and are determined to beat all previous records.

Conductor J. I. McIntyre, New Castle Junction Yard, reports the arrival of a new daughter. He has been unable so far to learn whether or not the little lady has any interest in the coming election and cannot get her to tell him which candidate she favors. At any rate, "Jimmy" is sure of one vote in the "most popular man" contest.

The death of John Earle, patrolman on the New Castle Division, due to the accidental discharge of his gun, was a decided shock to the many employes who knew John and valued his friendship. A member of a splendid organization under Captain M. B. Earle, he stood out preeminently as a prince of good fellows, a keen, lovable sort of a chap and a willing worker, who received unsought that measure of assistance and cooperation from his fellow employes of all departments that could only come through recognition of his ability and genial disposition. The division force can ill afford to lose men of the type of John Earle. To his uncle, Captain M. B. Earle, with whom he lived and under whom he served, the sympathy of all employes is extended; we share with him the heavy burden of sorrow that such a loss entails.

The accompanying photograph is of "Nick" Radeff and his high-powered racing car. "Nick" is considered one of the finest employes in the New Castle Junction Shops, and we may be sure that he is proud of this splendid car, which has a speed close to 90 miles per hour. Noting the shape of the machine, we can see that it's a racer. It has been suggested by scientists that if our railroad cars could be built on such lines, the increase in speed over those now used would be surprising. Superintendent Stevens had occasion to make use of this car in an emergency; he thinks that it is a great machine.



"Nick" Radeff's "Real Speeder." See Note

Newark Division

W. E. Laird, *Chief Clerk*, Newark, Ohio
A. D. List, Newark (Ohio) Shops

On Labor Day, September 6, the largest demonstration the labor organizations ever held in the history of Zanesville was staged. The activities of the day opened at 10 a. m. with a large parade, in which over seven thousand men marched to the music of four bands. After the parade the members and their families proceeded to the Muskingum County fair grounds, where a basket lunch was enjoyed. In the afternoon horse racing, baseball and other games for the amusement of the crowds were held. The Baltimore and Ohio boys were well represented at this affair and we are proud to state that they were successful in winning the first and second prizes for having the best floats in the parade. The Brotherhood of Railway Carmen won the first prize, their float being a very fine reproduction of a box car which was placed on a wagon, as shown in accompanying picture.

The Brotherhood of Blacksmiths won the second prize, their float being a reproduction of the "Village Blacksmith," only with more modern equipment than that used in the days when Longfellow wrote the well-known poem.

Columbus Freight Office

Larry Miller and Ray Jones betook themselves to Yellowstone Park to see "America First." They say that goats and lambs were much in evidence.

"Dave" Reese and "Joe" Walsh spent their vacations at Los Angeles and San Diego, looking over this year's crop of beach chickens.

"Jack" Leitch enjoyed his vacation with the folks in Canada.

Maude Baker and Mary Wiley started to Buckeye Lake to spend a week, but someone on the traction car lifted their treasury and cut the trip short.

"Dad" Maddox and his wife spent a couple of weeks over at "Bosting" renewing old acquaintances.

Marie Welsh spent a week at Chicago. The bathing was fine but she did not get her bathing suit wet.

"Tim" Payne also had his vacation spoiled by pickpockets. They got his roll at Washington Court House while he was holding a sack of eggs above his head to protect them from breaking.

Jessie Fralinger is convalescing after an operation at Mt. Carmel Hospital.

Ralph McDaniel, our night waybill clerk, was the successful applicant for admission to Annapolis Naval Academy. He is now Midshipman McDaniel. We wish him the best of success.

Cleveland Division

Correspondents

A. F. Becker, *Secretary to Superintendent*, Cleveland, Ohio
Amy A. Ford, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

We are all glad to see our L. P. clerk, Elmer Geise, back on the job again after a little bit of misfortune in being run down by an automobile.

Miss G. Metcalf, file clerk, Superintendent's office, just came back from a two weeks' vacation in the East. The only thing she brought back with her was a cold.

The unexpected was pulled off by G. W. Gordon, chief clerk to division engineer, when he quietly took a Saturday off and went to Buffalo. On the following Tuesday he was passing candy and cigars around to the clerks in the office celebrating Cupid's victory. He says that they all fall sooner or later.

E. M. Tuttle, trainmaster's clerk, spent his vacation with his friends at Ashtabula and Warren. He says it gives a fellow a lot of "pep" to be able to rest up for a couple of weeks.

Our telegraphers were very busy October 5, picking off the strikes and balls from the wires, also a few of the Indians' runs.

Massillon

On September 30, Brakeman W. H. Heyer was the next man who decided to take a life partner. We hope that he and his new "buddie" will have much success in the future.

William E. Kilbow, former operator, "CO" Tower, has hired out as a brakeman at Massillon. On September 4, he was transferred to Canton Yard, and is now promoted to conductor and is running a crew at Canton. Glad to see you progressing so rapidly, "Bill."

Conductor J. W. Seiber, who has been off sick with typhoid fever for several months, is up and around, but is still unable to resume duty. Glad you are better, "J. W." We hope to see you back on the job again soon.

Conductor C. E. George, Dover, Ohio, was blessed with a son last month. If he makes as good a conductor as his dad, we will be satisfied.

It is reported that Brakeman E. Fenstermaker expects to go in double harness pretty soon. I guess he doesn't like to go single. We wish you good luck, "Pete."

Conductor R. A. Watters has been requested to keep his dog away from the yard office, as Yardmaster A. H. Brown says he is a bad actor.

Brakeman C. C. Croy, who was injured on July 29 while on duty at Massillon, has taken the position of crossing watchman at Cherry Street, Massillon. Glad to see that he is still able to do something for the Railroad.

On September 7, Crossing Watchman John Defley, a well-known and good friend of everybody along this Railroad, passed away. We express our sincere sympathy. Mr. Defley had been an employe of the Baltimore and Ohio for a number of years and we shall miss him.

Arthur Stahl, who has been assisting Bridge Inspector Sidaway all summer, has left the service for awhile and is now attending college. He has entered the University of Michigan. We wish him success.

Chicago Division

Correspondents

F. N. Shultz, *Division Operator*, Garrett, Ind.
Esther J. Spreenberg, *Clerk*, South Chicago
Margaret Galloway, *Assistant Shop Clerk*, Garrett, Ind.
R. R. Jenkins, *Secretary Y. M. C. A.*, Willard, Ohio
P. H. Carroll, *Signal Supervisor* Garrett, Ind.
W. C. Addy, Willard, Ohio

South Chicago

We have a bit of news for our readers this time. On September 14, Miss LaVerne Peterson, our car record clerk, and Mr. Earl Thompson were married. We wish the "newlyweds" much happiness.

We are sorry to announce the death of Frank Kroll of the Mechanical Department. Mr. Kroll had been in the service for a good many years, though still a young man of 26 years. We are sincerely sorry to lose this friend, who died after a lingering illness. Our deepest sympathy is extended to his bereft relatives.

Willard

On the night of September 17, while doing duty in Willard Yard, John Bienkhorse, switchman, fell from the top of a car and was instantly killed. His loss is felt among his fellow workmen.

Wade Winebremer, formerly machinist helper at Willard, and who mysteriously left town in 1918, has been heard from at last. A post card, received by a friend, tells us that he was recently stationed at Coblenz, Germany, with the A. E. F.

The annual examination of trainmen and engine crews on the Book of Rules was held at the Young Men's Christian Association during the month of September.

Great improvements are being made around the Willard Shops and Repair Tracks.

Ohio Division

Correspondent, A. E. Erich, Chillicothe, Ohio.

On September 17, Harold Barnhart, clerk, Car Foreman's office, Chillicothe, joined the ranks of the benedicts. The bride, Miss Gertrude Treat, is the stepdaughter of Brakeman E. R. Maple. We wish them a happy married life.

Simon Hinkle, car inspector, was married September 9. Congratulations and best wishes.

Another life contract was signed on September 18 by Electrician Pearl Miller. He and his bride are spending their honeymoon taking in the sights at Atlantic City and New York. Good luck!

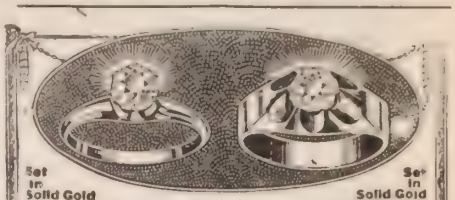
R. Fink, machinist helper, is displaying a new smile over the arrival of twin boys. He reports them doing fine and figures himself twice as lucky as most men.

Charles Martin, machinist, is wearing a pleased smile over the second arrival, a baby girl.

Alva Rea, clerk, Division Accountant's office, is to be congratulated on the arrival of a daughter. "Alva" can get plenty of walking exercise now at night.

Lowell R. Hollingshead, clerk at Mt. Sterling, has just returned from an extensive western trip. By extensive we mean that the results of this trip may extend through his entire life. Of course, we do not care to have it repeated, but nevertheless, we wish to congratulate him on his success in locating a young lady humble enough to accept such a "one-way ticket." "Low" is an energetic worker and a loyal employe of the Ohio Division, where he had the name of


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"We brought them through."—The Shriners' crew

being the swiftest platform man between Cincinnati and Columbus. "Keep the cars moving," is his motto.

Lost and Found column. *Found*—An event never known to have happened before. Charles King, first operator, Mt. Sterling, has just returned from a 15 day leave of absence. A liberal reward will be given to all parties who can recall a previous happening of this sort. Don't let it happen again, Charles.

If you wish to be instructed in regard to making your income tax report, consult Conductor "Tim" Shea.

"Ed" Henson, second trick operator, Mt. Sterling, is the proud father of a 9-pound son, born June 26. Both mother and baby are doing well, but we cannot say that for the father. We find him rather hard to get along with. The same might be said of "Granddad" Henson, second operator at "RK" Tower, and "Uncle Jes," a former Ohio Division operator, but now first trick operator, Toledo Division.

The accompanying photograph is of uniformed Knights Templars, who operated special train from Columbus to Cincinnati to the Knights Templars' Conclave, held at the latter point, beginning on September 15. They are, left to right: W. L. Schaffer, flagman; E. G. Brandenburg, fireman; J. F. McCulgan, engineer; A. L. Johnson, chief train dispatcher; P. E. Homans, conductor; F. S. Bradley, brakeman. A. L. Johnson, who acted in the capacity of operating official, made the entire crew all Knights Templars. The members of the crew were relieved on arrival at Cincinnati to participate in the proceedings of the Conclave, in which they spent an enjoyable two days. The train was handled with engine 5092, leaving Columbus at 1.00 p. m. on September 14, arriving at Cincinnati (a distance of 116 miles) at 3.35 p. m., making but one stop, which was for water at Midland City, Ohio. The run was indeed satisfactory to the Templars, who were of the Columbus and Zanesville Commandrys. They made a number of nice comments on the service rendered by our Company, and we feel that the Baltimore and Ohio has made many friends among those who were on the trip.

This photograph was taken by the Cincinnati *Post*, whose representatives at Cincinnati gave the following writeup in their paper regarding this trip:

RECORD IS SET. NEW TIME FOR TRIP FROM COLUMBUS TO CINCINNATI

"A feat performed by a delegation of Knights Templars was placed on records of the Baltimore and Ohio Railroad, Wednesday, September 15.

"The delegation was composed of the train crew of a special train carrying Knights from Columbus to Cincinnati to attend the State Conclave. The crew cut 23 minutes off the running time between Columbus and Cincinnati, establishing a new record.

"Record formerly was three hours. The Knights' train arrived in Cincinnati at 3.35 p. m., railroad time, Tuesday."

"We were anxious to get to the conclave. We had a clear road so I let her out! That's all there was to it," J. F. McCulgan, engineer, said.

The train crew are members of Chillicothe Commandery No. 8, Knights Templar. They appeared for duty in full uniform, but put aside their uniforms while in the engine cab.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*

Effective September 16, E. Massman, agent, Seymour, Ind., was appointed supervising agent, Indiana Division. Mr. Massman had previously served in the capacity of supervising agent for a period of six months. Being a very enthusiastic freight claim prevention man, he could not resist the temptation of returning again to claim work. Mr. Massman is a capable man, and he exerts himself to produce the best results in freight claim prevention work.

O. J. Holder, clerk, Division Accountant's office, has resigned to accept a position with Swift & Company at St. Louis. Best wishes for success!

L. F. Isenogle, clerk, Division Accountant's office, found it necessary to undergo a minor operation on his nose a few days ago. He is convalescing rapidly.

Dewey Neister, dispatcher, has been off duty for the past few days on account of trouble with his right eye. He is now under the care of one of Cincinnati's best specialists and it is hoped the desired results will be obtained soon.

E. B. Brown, tonnage clerk, has resigned to enter Columbia University. Riley Whitman, clerk, Division Accountant's office, has returned to Indiana University, Bloomington, Ind., to complete his course.

Prepare now to do your utmost to avoid accidents during the "No Accident Campaign," beginning 12.01 a. m. October 18, and continuing until midnight, November 16. We want a clean sheet this time. Get every employe interested, and thus eliminate all accidents due to carelessness.

In line with the campaign being made throughout the country to increase car supply by procuring more car miles per day, we wish to announce that our division officers are following it up vigorously, and that the earnest and hearty cooperation of each and every employe is solicited in order to bring about the desired results. All employes on this division, from the superintendent to the station porter, are urged to keep cars moving. Have cars placed promptly for unloading, and follow to see that car is unloaded immediately; if it is not required for reloading, get it moved on the first available train to point where it can be used. If needed for reloading, do not permit delay in placing; when placed urge prompt loading and billing. Do not let it miss a train by delay in billing.

C. E. Catt, chief clerk to division accountant, who has been engaged in special work at Cincinnati for the past several months, has just been appointed division accountant, Ohio River Division, headquarters at Parkersburg.

"Cash" McOsker, transportation department timekeeper, has been promoted to chief clerk to division accountant, Charlestown Division, headquarters at Weston. We are glad to note that the ability of these two men has been recognized. Of course, we regret that they are leaving us after years of association, but congratulations and best wishes are extended.

"Red" Stants, motive power timekeeper, has been promoted to a new position just created in Division Accountant's office, known as inspector of accounts. The promotions mentioned above will create many changes in division accountant's present organization.

Dewey Neister, extra dispatcher, who has been making very frequent trips to Shelbyville, Ind., for some time, made application for transportation a few days ago in favor of "Mrs." E. D. Neister. This, of course, exposed the well-kept secret, and the happy couple are now receiving congratulations from their many friends.



Mr. and Mrs. W. J. Ewing

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*

The accompanying photograph is of Mr. and Mrs. W. J. Ewing, who were married on October 7 at Urbana, Ohio. Mr. Ewing, car inspector at Troy, is a son of J. M. Ewing also car inspector at Troy. Mrs. Ewing was formerly Miss Lulu Garver, of St. Paris, Ohio, whose charming personality has won her a very large circle of friends, who join in wishing the newlyweds a happy married life. "Slim," you show rare judgment and taste.

East Dayton

Correspondent, EDWARD MANNIX

November has arrived, garbed in its Fall attire, calling our attention to the approaching winter, which will soon be with us. As we look back upon the declining year, the vision of the past looms up before us, and with grateful hearts we are thankful to the Giver of all, for the many blessings bestowed upon us during the past year.

As a Thanksgiving proclamation, our master mechanic, Alfred E. McMillan, calls our attention to the loyalty of the employes under his jurisdiction and with thanks to all, wishes them the blessings of the season.

The "No Accident Campaign" has started again. While Dayton felt very proud of the honors bestowed upon her one year ago, it will again enter the campaign with the same energy and determination that is always characteristic of the Toledo Division, and we give to our superintendent, R. B. Mann, the assurance that every possible effort will be made to bring the banner again to Dayton.

On September 22, an unusual treat was given the employes of East Dayton, Ohio, under the auspices of the Welfare Department, when we were given an exhibition of moving pictures. The pleasure which it afforded was highly commented upon by our master mechanic, A. E. McMillan, our general foreman, W. A. Gilmore, and highly appreciated by all who attended.

Joseph Farley, Car Repair Department, has just led to the altar one of Dayton's most charming young ladies. We wish to "Joe" all the luck that he justly deserves and to his wife a life of happiness.

Miss Anna Jackson, Stores Department, has resumed her duties after a lingering illness. It is surely pleasing to see her back again at the old stand, for she is a real railroad girl.

Kentucky District

(S. V. & E. R. R.; L. F. R. R.; M. C. R. R.)

Correspondent, H. L. GRAHAM

Miss Stella Campbell of the Auditing Department of the Consolidation Coal Co., and Leslie Gatwood, chief clerk to division superintendent, were quietly married at the home of Mr. and Mrs. P. M. Conley, Lake Side. This pleasant event took place at noon on September 18, the knot being tied by the Rev. O. James. Immediately after the wedding the couple left McRoberts over the L. & N. R. R. for a two weeks' honeymoon through the southern states.

During several days of September we had with us W. L. Allison, Safety agent, Chillicothe, Ohio. Mr. Allison did some excellent work within our district by reorganizing "Safety First" committees. He was much pleased with the beauties of the mountain scenery, and took several pictures while riding through the hills on a mountain burro. We have not yet been able to figure out why riding over the hills on a mule would cause him to stand while eating his meals.

On September 21, at Jenkins, Ky., September 22, at Van Lear, Ky., and September 23, at Weeksbury, Ky., very interesting "Safety First" meetings were held, all of which were presided over by chairman of District Safety Committee, H. R. Laughlin.

Agent John Hamlet (better known as "Shanghai"), Van Lear, Ky., declares that there are sure signs that old H. C. L. has been dealt a body blow—he has noticed several times recently that grease spots have appeared on the papers in which his lunches were wrapped.

District Superintendent H. R. Laughlin recently met with executive officers of the Chesapeake and Ohio Railroad, in their private car at Shelby, to discuss ways and means to relieve the congested traffic conditions in the Chesapeake and Ohio yards at that point.

Safe Car Windows

THROWING stones through the windows of passing trains is a favorite amusement of half-grown boys. Recently a stone was thrown through a window of a passenger train in the suburbs of Philadelphia. Broken glass was showered in the face of a lady passenger, cutting her in several places. Fortunately no glass struck her eyes. The stone itself missed her head by less than a foot.

It is no longer necessary to subject passengers to such dangers. As new passenger cars are built doubtless they will be glazed with the recently invented laminated, safety glass. This consists of two sheets of ordinary glass between which is interposed a thin sheet of pyroxylin plastic. Hydraulic pressure and the application of the proper degree of heat welds the glass and the pyroxylin together in a solid unit. The pyroxylin binder prevents any scattering of fragments in the event of violent breakage of the glass.

Recently, in a test, a nickel-jacketed revolver bullet, fired from a distance of seven feet, failed to penetrate a sheet of this laminated glass.

The transparency of the glass is not appreciably reduced by the insertion of the plastic sheet.

Passengers on both steam roads and trolley lines are subjected to great danger from broken glass, especially during strikes. The use of laminated glass windows would reduce these dangers to a minimum. Car builders are unquestionably going to receive many specifications in the near future calling for this equipment.

Card Ten Years in Mail

IT took a postal card ten years and nine months to make a Thanksgiving journey from New Haven to Staten Island. The card was mailed in Highwood, a New Haven branch office, on November 17, 1909, by B. B. Lynam to Daniel Horrigan, of the Baltimore and Ohio Railroad, who lives at No. 38 Montgomery Avenue, Tompkinsville, S. I.

Lynam and Horrigan are boyhood friends and have corresponded on all special occasions for 20 years, never missing a holiday except Thanksgiving, 1909.

The postal card, a reminder of the day when birds were cheaper than today, arrived last Monday afternoon. Horrigan is going to have it framed.—New York *World*.



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BOOKS

New Volumes in Our Library

ONE night last winter I visited the home of one of the most progressive advertising agents in Baltimore, a young chap who is now handling the accounts of some of the leading advertisers in that city. He was especially proud of the little alcove off his living room, which he had fitted up as a combination den and library. Leaning down and pointing to one of the shelves, he said:

"There is a set of books that I will always treasure."

It was the Harvard Classics, that stoutly bound, attractive selection of 50 volumes that Dr. Charles Eliot, president-emeritus of Harvard University and one of the foremost educators of the world, chose as combining the best thought of all time for modern men and women who want to secure a liberal education through devoting just a few minutes each day to their reading.

"I have read something in each one of the books, and the longer I read them, the more interesting and valuable I find them," he continued.

"Do you find them helpful in your business?" I inquired.

"Yes, very much so. In my work I have to get the advertising message over to the reading public in the most forceful, cogent and attractive way, and the index which comes with the Harvard Classics, correlating the best thought of the greatest writers of all time, as they themselves have expressed it, often directs my own thought into the most suggestive and helpful channels.

"But it isn't in my business alone that I have found them of so much assistance. It is because of their general educational value that I prize them so highly. When you think of the best works on Science, History, Art, Biography, of the best Poetry and the greatest Fiction of all time being in these volumes, all arranged so that one can take a liberal education in any phase of any one of them, right in the comfort and quiet of his own easy chair in his own library—you can imagine how delightful and profitable they have been to me."

And he took the index volume from the shelf, pushed me into an easy chair and in about five minutes showed me how the classics provided these interesting and educational reading courses in so many, many subjects.

Readers of our MAGAZINE will be glad to know that the Harvard Classics are now in our Library at Mt. Royal Station, Baltimore, Md., and can be had on application in the regular way to Mrs. E. P. Irving, the librarian there. We venture the thought that any booklover who once begins to explore the treasures of the Classics by taking a book from the Library, will want to secure the entire set. On request, P. F. Collier and Son, the publishers, 413 West 13th Street, New York, N. Y., will be glad to send full information, without obligation to the inquirers.

The complete list of the titles in the Harvard Classics follows:

The Texts

VOLUME 1—*Benjamin Franklin, John Woolman, William Penn.* (3 books in 1.)
Franklin's plan of self-education, his rules for success, etc. Woolman's maxim of conduct, etc., etc. Penn's views on life, manners, business, politics, etc.

VOLUME 2—*Plato, Epictetus, Marcus Aurelius.* (7 complete books in 1.)
The Apology of Socrates, the Dialogue of Crito and Socrates, the 189 Golden Sayings of Epictetus, the Meditations of Marcus Aurelius, the Life of M. Aurelius Antoninus, the Philosophy of Antoninus. History, statesmanship, Roman customs, maxims of public life, etc., etc.

VOLUME 3—*Bacon, Milton's Prose, Thomas Browne.* (5 complete books in 1.)
Shrewd observations of how men get on; human nature, not as it ought to be, but as it is. In Sir Thomas Browne is revealed a personality of great charm and humor, and a mind surprisingly acute. Bacon's Essays or Counsels, Civil and Moral: Of Truth, of Revenge, of Ambition, and of fifty-six other topics; Milton on Freedom of the Press and on Education.

VOLUME 4—*Complete Poems in English, Milton.* (4 complete books in 1.)
Milton was the great poet of civil and religious liberty and of the English commonwealth. On Shakespeare, on Civil War, and 36 other subjects; also "Paradise Lost," "Paradise Regained," and "Samson Agonistes."

VOLUME 5—*Essays and English Traits, Emerson.* (37 complete essays in 1 book.)
Manners, Heroism, Politics, Beauty, Race, Aristocracy, etc., etc. These essays are singular in beauty and condensation of style.

VOLUME 6—*Poems and Songs, Burns.* (Over 400 complete poems in this book.)
Burns and Milton together cover the principles of free government, education, and democratic social structure.
A volume endlessly entertaining; every shade of inspiration and emotion, from "Auld Lang Syne" to "Such a Parcel of Rogues in a Nation."

VOLUME 7—*Confessions of St. Augustine, Imitation of Christ.* (14 books in 1.)
Evils of Ill Society, Reflections on Grier, on real and unreal friendship, on love of fame, etc., etc. In the "Imitation," admonitions concerning the inner life, inward consolation, etc.

VOLUME 8—*Nine Greek Dramas.* (9 complete books in 1.)
Eight tragedies and a comedy; the archaic grandeur of Aeschylus is followed by the intensely human and vivid work of Euripides, presenting the higher moral and intellectual aspect of the golden age of Pericles. The comedy of Aristophanes is a keen satire on the daily life of the Athenians.

VOLUME 9—*Letters and Treatises of Cicero and Pliny.* (4 complete books in 1.)
Intimate pictures of Roman society written by prominent statesmen and their friends. Especially interesting also are Cicero's treatises on "Friendship" and "Old Age."

VOLUME 10—*Wealth of Nations, Adam Smith.* (5 complete books in 1.)
The relations of Labor, Capital, Government, etc., etc.

VOLUME 11—*Origin of Species, Darwin.* (Complete in 15 chapters.)
Sets forth the theory of evolution—
Laws of Variation, Natural Selection; or the Survival of the Fittest, etc., etc.

VOLUME 12—*Plutarch's Lives.* (9 biographies and 2 comparisons.)
Plutarch's Famous Men live and breathe again and we become personally acquainted with them, knowing their greatness and foibles alike.

VOLUME 13—*Aeneid, Virgil.* (The 12 books complete in this volume.)
For nearly 2,000 years Virgil has been one of the most powerful factors in European culture. The deathless epic narrative of the founding of Rome and the adventures of Aeneas.

VOLUME 14—*Don Quixote, Part 1, Cervantes.* (4 complete books in 1.)
Unsurpassed as a picture of Spanish life, as a masterpiece of droll humor, and as a gallery of immortal portraits.

VOLUME 15—*Pilgrim's Progress, Donne and Herbert, Walton.* (3 complete books in 1.)
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One of the great storybooks of the world, translated direct from the original Arabic, preserving its Oriental flavor.
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VOLUME 17—*Folk-Lore and Fable, Aesop Grimm, Andersen.* (3 complete books, in 1.)
An important field of literature, revealing the teachings of universal experience.
82 Fables, 41 tales by Grimm, 20 tales by Andersen.

VOLUME 18—*Modern English Drama.* (6 plays in 1 book)
Dryden's "All for Love"; Sheridan's "School for Scandal"; Goldsmith's "She Stoops to Conquer," and three others.

VOLUME 19—*Faust, Egmont, etc., Goethe, Doctor Faustus, Marlowe.* (4 plays.)
Emerson called Faust "the most remarkable literary work of the age." "Egmont" is a picture of a historical situation of absorbing interest. "Dr. Faustus" sounds the depths of the human heart.

VOLUME 20—*The Divine Comedy, Dante.* (3 complete books in 1.)
Vivid poetic narrative of a journey down through Hell, up the mountain of Purgatory, and through the revolving Heavens into the presence of God.

VOLUME 21—*I Promessi Sposi, Manzoni.* (Complete in 38 chapters.)
A famous historical novel of Italy as it was in the seventeenth century; vivid and picturesque.

VOLUME 22—*The Odyssey, Homer.* (14 books in 1—complete.)
The golden age which gave to the world this chronicle of the wanderings of the cunning Ulysses was peopled with fancied monsters, magical and romantic, which are all mingled in the woof of the story.

VOLUME 23—*Two Years Before the Mast, Dana.* (Complete in 37 chapters.)
Charles Dickens called this "the best sea book in the English tongue."
Old Sailing Ship Days, Around the Horn, California in '49, the Gold Rush, etc., etc.

VOLUME 24—*On the Sublime, French Revolution, etc., Burke.* (4 books in 1.)
Taste, Novelty, Cause of Beauty, Effect of Words, Reflections on French Revolution, etc.

VOLUME 25—*J. S. Mill and Thomas Carlyle.* (5 complete books in 1.)
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VOLUME 26—*Continental Drama.* (6 plays.)
The six dramatists whose work fills this volume—Calderon, Corneille, Lessing, Moliere, Racine, Schiller—are the great masters of their craft.
"William Tell," "Life is a Dream," and four other plays.

VOLUME 27—*English Essays, Sidney to Macaulay.* (24 essays.)
The essays cover a very wide range of subjects, religious, cultural, sentimental, literary, esthetic, and deal with a great variety of personalities and types of mind. Art, the Spectator Club, Education of Women, etc., etc., by Cowley, Addison, Shelley, and thirteen others.

VOLUME 28—*Essays, English and American.* (17 essays.)
Seventeen more essayists. Taken together, they discuss the most significant questions in life. Newman, Huxley, Stevenson, Thackeray, and eight others, on Science and Culture, Race and Language, Democracy, etc., etc.

VOLUME 29—*Voyage of the Beagle, Darwin.* (Complete in 21 chapters.)
The account of Darwin's five years' cruise—the countries visited, the various forms of life studied—human, animal, and plant.

VOLUME 30—*Faraday, Helmholtz, Kelvin, Newcomb, etc.* (8 scientific papers.)
A careful study of scientific papers here collected will widen any reader's knowledge wonderfully in the fundamental points of which they treat.
Forces of Matter, Conservation of Force, Ice and Glaciers, the Tides, etc., etc.

VOLUME 31—*Autobiography, Cellini.* (2 complete books in 1.)
He mirrors forth the fiery passions of his time with amazing candor. The period is the Renaissance, and he expresses himself strongly on the social and political movements which actuated the parties among which he associated.

VOLUME 32—*Montaigne, Sainte-Beuve, Renan, etc.* (13 essays.)
Continental essayists—French, Italian, German. Among the subjects dealt with are friendship, education, happiness, philosophy.

VOLUME 33—*Voyages and Travels.* (7 complete narratives.)
Every page is a record of the struggle of man, curious to pry into the secrets of the great unknown world; and their recitals inspire dormant imaginations with the fire of old adventure.

VOLUME 34—*Descartes, Voltaire, Rousseau, Hobbes.* (4 complete books in 1.)
Carefully chosen examples of masterpieces in French philosophy, to which is added, by way of comparison, the work of a celebrated English thinker, comprise this thoughtful volume.
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VOLUME 35—*Froissart, Malory, Holinshead.* (3 complete books in 1.)
They are more than bare histories, they are the purest romances of medieval times.
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VOLUME 36—*Machiavelli, More, Luther.* (3 complete books in 1.)
The expression of the ideals of three great men who have bulked largely in the history of the world.
The Prince, Utopia, etc.

VOLUME 37—*Locke, Berkeley, Hume.* (3 complete books in 1.)
Here we find these three great philosophers of Great Britain at their best.
Origin of Ideas, Reason of Animals, Liberty and Necessity, etc., etc.

VOLUME 38—*Harvey, Jenner, Lister, Pasteur.* (12 scientific papers.)
Contributions of the world's greatest physiologists and surgeons to the literature of humanity.
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VOLUME 39—*Famous Prefaces.* (28 prefaces.)
Probably the only work of its kind. Heart-to-heart talks by the author to his reader.
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2,500 poems, ranging over the whole vast field of poetry in English. Three truly remarkable volumes that will give any appreciative reader a vivid conception of the permanent sentiments and passions of mankind.

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These documents form a rich storehouse of material pertaining to American history.

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Chinese, Hebrew, Christian, Buddhist, Hindu, Mohammedan. It is intensely interesting to compare the great religions of the world.

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Shakespeare, Marlowe, Johnson, etc.
The boundless vitality of the age of Elizabeth in England can be apprehended from these dramas.

VOLUME 48—*Thoughts and Minor Works, Pascal.* (3 complete books in 1.)
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VOLUME 49—*Epic and Saga.* (5 complete books in 1.)
Beowulf, Song of Roland, the Niblungs, etc., etc. England, France, the North Countries and Ireland have been drawn upon for this volume.

VOLUME 50—*Introduction, Reader's Guide, Indexes.*

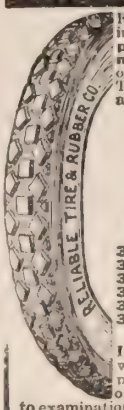
Reading Courses and Lectures

All the books necessary for the reading courses are found in The Harvard Classics. Below is a partial summary of the reading course on History of Civilization. This course is by no means confined to works regarded by their authors as history, but includes letters, dramas, novels, and the like, which, by virtue of their character, period, or scene throw light upon social and intellectual conditions, enriching and making vivid the picture of human progress which is outlined in the more strictly historical narratives. This course includes 105 distinct readings. Space limitations forbid more than the vaguest suggestion as to the wide range of subjects covered.

Reading Course on History of Civilization

Race and Language—Deals in highly illuminating fashion with the much misunderstood term "Race." (1 reading.)

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30 x 3½	$8.35	35 x 4½	$13.25
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Ancient Greece and Rome—The civilizations which, more than any others, have affected the culture of the modern world. (27 readings.)

The Renaissance—The great revival of interest in pagan antiquity, from which came the impulse to throw off the traditional bonds which had fettered the human spirit in the Middle Ages, and to seek a fuller scope for individual development. (36 readings.)

Modern Europe—Throughout all these later pieces there appear, more or less distinctly, evidences of the gradual spread over the world of the struggle for freedom and equality. (9 readings.)

To give the idea of the thoroughness with which the various Harvard University faculty members have arranged their lectures, and what they contain, a brief outline of one of the sixty lectures is given below. This is by Robert Matteson Johnson, M. A. (Cantab.), assistant professor of Modern History in Harvard University.

History
(Section-Headings)

The Leadership of Greece.
The Domination of Rome.
The Contribution of the Jews.
The Christianizing of Rome.
The Fall of Rome.
The Rise of Islam.
The Feudal System.
The Renaissance.
France and England.
Spain and the House of Hapsburg.
The Founding of the British Empire.
Modern Europe.

Picked Up Here and There

By "Ernie" Baugh

THIS IS A REAL ONE

Editor, Baltimore and Ohio Magazine:

Quite often I see "Pick Ups" by "Ernie" Baugh in our Magazine which are always complimentary.

Did "Ernie" ever "Pick Up" one of those darned pencils with which he expects patrons to write out their orders on the dining car?

Better have him "Pick Up" an acquaintance with the Purchasing Department and arrange to get pencil sharpeners on the cars. It would be a cheap but wonderful improvement.

"Buddy."

We asked Mr. Baugh if we could use this in the Magazine and he said:

Baltimore, Md.
August 11, 1920. (1)

Dear Ed:

Returning you the attached; yes; if you will put it in under the head of "Picked Up Here and There," and put it in just exactly as he says it, then what you say to me, and my answer, which is:

No, "Buddy," I never did—I use an Eversharp—but if you will drop into my office some day I will show you Circular 71 to prove we appreciate and take action on just criticisms.

E. V. B.

Railroads Gain $2,000,000,000 in Efficiency —Record Made Despite Loss of Equipment and Other Handicaps

Railroads of the United States are being operated at a degree of efficiency which is the equivalent of adding 500,000 freight cars, valued at $2,000,000,000, to the nation's transportation system, as it existed on March 1 last, when Federal control came to an end.

At the end of Federal control the average number of miles per car per day was 22.3, and the average tonnage of each car was 28.3. On September 1 the average number of miles per car per day was 27.4 and the average tonnage of each car was 29.6. Translated by railroad experts into terms of efficiency, the gain in car movement alone was 22¾ per cent., and this was topped by a gain of more than 7 per cent. in capacity loading. As there are in use in the United States at present 2,350,000 freight cars, such a growth in effiiciency has added as a minimum the equivalent of 500,000 cars to the service of the shippers of the United States and the saving at $4,000 a car in capital requirements, was no less than $2,000,000,000.

During February last there were in use 2,490,000 freight cars and on September 1 last there were in service 2,350,000 cars, some 135,000 freight cars having been scrapped since March 1, although portions of such cars may be used for rebuilding purposes.

In other words, the railroads have been carrying since May 1 a tremendous amount of traffic with fewer cars than were available prior to the resumption of private operation. Furthermore, not until September 1 were the railroads able to break even on bad order cars, by the end of that month the reduction in the number of bad order cars having been reduced only a few tenths of one per cent.—*Extracts from N. Y. Herald.*

Will you help your railroad do its share in maintaining and even bettering this splendid increase in efficiency?
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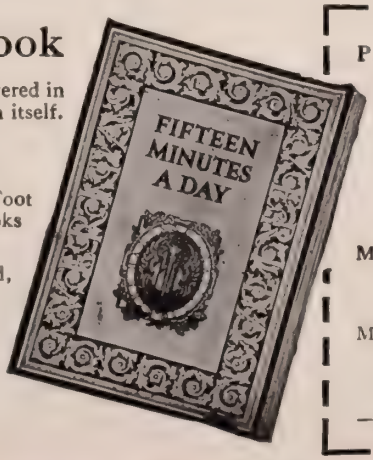
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A Railroader in the Making

Baltimore and Ohio Magazine



December 1920

"'Twas the Night before Christmas"

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A Home—the Gift of All Gifts

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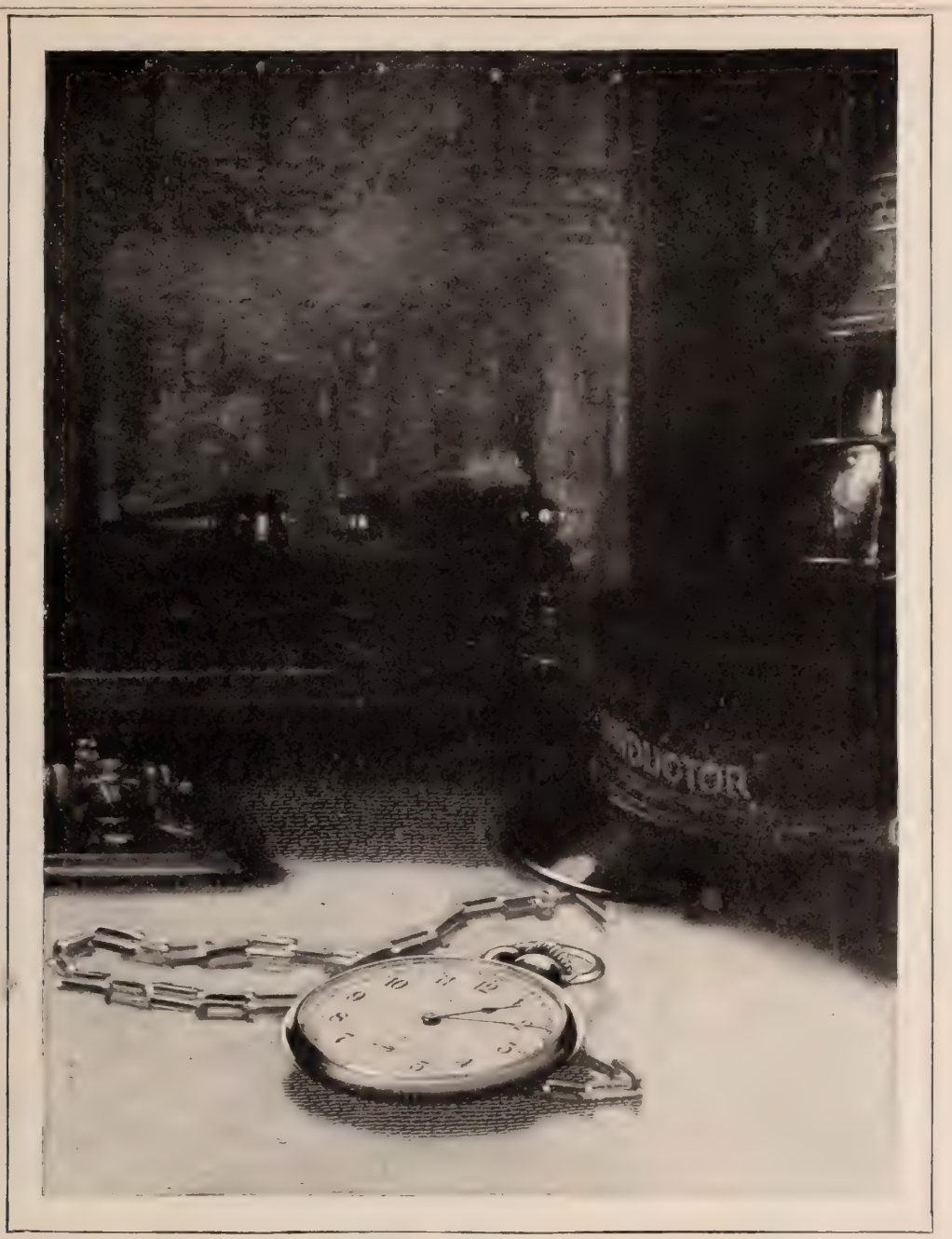


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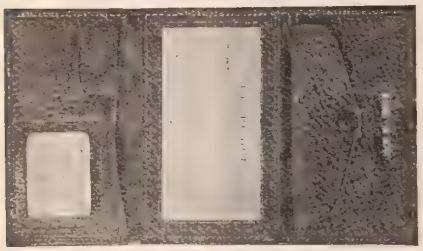
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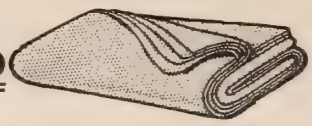
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BALTIMORE & OHIO MAGAZINE

Volume 8 **Baltimore, December, 1920** **Number 8**

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to promote community of interest and greater efficiency among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request

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Circulation of the Baltimore and Ohio Magazine is over 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. We do not guarantee the advertising, but an examination of our columns will show that it conforms to the highest standards. We believe that anything purchased through our advertising will be exactly as represented

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Fine View

An American touring the Highlands of Scotland climbed a high mountain accompanied by a guide. The Scot kept bragging about the fine view.

"I suppose you can see America from here on a fine day," said the American with a little sarcasm.

"Ay, farther than that," answered the unabashed Scot.

"Ay, on a fine nicht ye can see the mune."

—

"Let me see," said the priest, filling out the birth certificate and trying to recall the date, "this is the thirtieth?"

"The thirtieth! Indade an' it's only the elivinth."

—

On Misdirected Wit

Sarcasm really never pays. We always like to see a sarcastic person get it in the neck.

Mrs. Clancy was a very sarcastic woman and it is probably due to this fact that she had a falling out with her friend, Mrs. Murphy, who lived in the apartment just under her.

One day while Mrs. Clancy was feeling particularly mean she looked down from the window and saw Mrs. Murphy also enjoying the scenery. She could not resist the temptation to take a shot at her:

"Oi say, Murphy," she called down in deep sarcasm, "why don't ye take your ugly ould mug out iv the windy and put your pet monkey in its place. That'd give the naybors a change they'd like."

Mrs. Murphy looked up.

"Well, now, Mrs. Clancy," she slowly said, "it was only this mornin' that I did that very thing an' the policeman came along and when he saw the monkey he bowed and said, 'Why Mrs. Clancy, whin did ye move down shtairs?"—*West Virginia Workman.*

—

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Bushby was sorely in need of an extra farm hand and advertised.

"What'll ye pay?" questioned an early applicant.

"I'll pay you what you are worth," promptly replied Bushby.

The applicant meditated for a minute, then, turning on his heel, decisively announced:

"I'll be durned if I'll work for that."—*The Aluminum Reflector.*



Boy—Say Mister, is the season open for crap shooting?
Constable—Wal, naow, I never heerd o' that kind o' bird!

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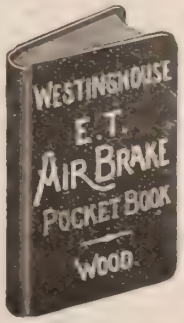
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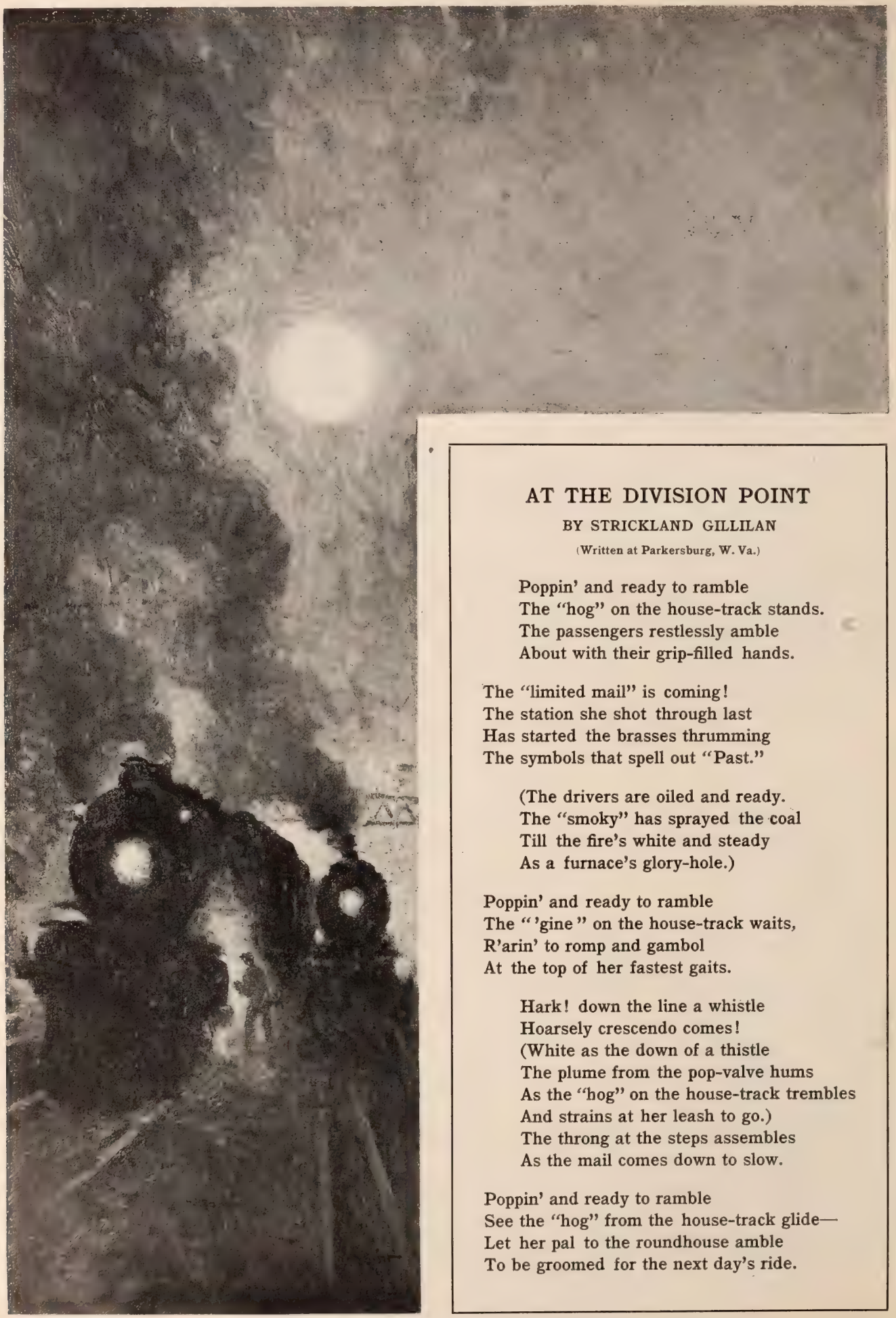


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AT THE DIVISION POINT

BY STRICKLAND GILLILAN

(Written at Parkersburg, W. Va.)

Poppin' and ready to ramble
The "hog" on the house-track stands.
The passengers restlessly amble
About with their grip-filled hands.

The "limited mail" is coming!
The station she shot through last
Has started the brasses thrumming
The symbols that spell out "Past."

(The drivers are oiled and ready.
The "smoky" has sprayed the coal
Till the fire's white and steady
As a furnace's glory-hole.)

Poppin' and ready to ramble
The "'gine" on the house-track waits,
R'arin' to romp and gambol
At the top of her fastest gaits.

Hark! down the line a whistle
Hoarsely crescendo comes!
(White as the down of a thistle
The plume from the pop-valve hums
As the "hog" on the house-track trembles
And strains at her leash to go.)
The throng at the steps assembles
As the mail comes down to slow.

Poppin' and ready to ramble
See the "hog" from the house-track glide—
Let her pal to the roundhouse amble
To be groomed for the next day's ride.

The Honorable John J. Cornwell, Governor of West Virginia, Elected a Director of the Baltimore and Ohio

His First Regular Job was that of Trackman on the Romney Branch of the Railroad

ALONG about the summer of 1880, employes of the Baltimore and Ohio, now Veterans, perhaps, might have seen this episode in the streets of their native Cumberland, Md.:

A sturdy lad of 13, clad in rough farm clothes, and carrying on his shoulder a basket of fine peaches. Had they followed him into the nearby store they would have seen him pocket a fancy price for his fruit, some of the first of the new commercial variety that had found its way from the improved orchards of Hampshire County, W. Va., into that section. Such extraordinary fruit, commanding so high a market, might have stimulated a natural curiosity to follow the boy still further—into a neighboring book shop, and there to see him emerge, his money exchanged for two books, Plutarch's Lives, and Creasy's Fifteen Decisive Battles of the World. And here, had our Baltimore and Ohio men been seers, they might (remembering Lincoln and his struggle to get books, or Garfield, perhaps, then a candidate for President of the United States, and the stories current of his absorbed reading while driving the horses along the canal tow path)—they might have projected their imaginations into the future and seen in the perfected fruit and the two book classics of youth, and again in the youth himself exchanging the food of the body for that of the mind and soul, indications of a career not always to be measured by the acreages of his paternal farm on Jersey Mountain in Hampshire County, W. Va.

But railroad men of that day were no more seers than they are today. And the lad of whom we write, books under his arm, went back to the farm unnoticed of men, there to work out the problems and difficulties which finally prepared him for the responsibilities of the highest administrative office his native state could give him, and which made him worthy of the well-nigh universal esteem of his fellow citizens.

The Honorable John J. Cornwell, Governor of West Virginia and elected a Director of the Baltimore and Ohio on November 15, 1920, was born in Ritchie County, W. Va., on July 11, 1867. The home of his father, a Confederate soldier, lay in the disputed territory between the North and the South. His small properties had been badly dissipated by the fortunes of war, and he was at that time working the farm of his wife's father. Three years after the birth of the boy John, one of three brothers, the family moved back to their native Hampshire County and again took possession of the little farm they owned on Jersey Mountain near Romney.

Between the short four months' winter sessions in the local country school, young Cornwell turned his attention to anything which would help the family fortunes. The introductory episode of the improved peaches which the lad peddled in Cumberland, has its place in these years of his life. For the Cornwell family, true to the fighting instinct illustrated by active participation of the father in the struggle between the North and the South, was here engaged in an effort in cooperation with the Rannells family, their neighbors, to improve the quality of the peaches grown on the local West Virginia hillsides. In this effort they were pioneers and it was young Cornwell's job to take this improved fruit into the local markets, particularly in Cumberland. When there was no work on his own farm, he hired out to neighboring farms or for any other job offering the best return. So, just after the completion of our Romney Branch to Romney in the spring of 1884, we find him in his first active connection with the Baltimore and Ohio, as a track hand at 90 cents a day, carrying his tin lunch bucket to and from work. His next regular job, paying $1.00 a day, took him into the surrounding woods to peel bark for tanning purposes.

In the fall of 1884, when he was 17 years old, he began teaching in the country school in Hampshire County, supplementing the meagre stipend he re-



John J. Cornwell, Governor of West Virginia and a Director of the Baltimore and Ohio

ceived for this work by the hardest kind of toil during the long vacations, in local timber operations, at saw mills and, in fact, at any kind of resultful activity.

In 1888 he took a ten weeks' course at Shepherd College, Shepherdstown, W. Va., this being the last schooling he had except for one ten-week term later in his life at the summer school of West Virginia University.

The same autumn he became principal of the public school at Romney, then employing only three teachers. It now has 20. In the fall of 1890 he and his brother, W. B. Cornwell, bought the Hampshire *Review*, a weekly newspaper, a publication which he managed and edited for varying periods during the suceeding years and which he still controls.

Soon after beginning this newspaper enterprise he entered the office of his brother, a graduate of the Academic and Law Schools of West Virginia University, to study law, and in 1894 was admitted to the State bar.

In 1909 he again directed his activities toward railroading. Grant and Hardy Counties, W. Va., had no facilities and the people of these two counties interested the two Cornwell brothers in the building of the road afterward known as the Hampshire Southern, now a part of the Baltimore and Ohio. Three of the districts in the counties voted $30,000 in bonds each, the other funds being subscribed by outside capital in New York City and elsewhere.

W. Trapnell, then division engineer of our Baltimore Division and now superintendent of the Charleston Division, was secured to take charge of the construction and was made general manager of the Hampshire Southern on its completion.

In the meantime Governor Cornwell had been a member of the State Senate from 1896 to 1906. He was Democratic nominee for Governor of West Virginia in 1904, the year of the Roosevelt Republican sweep, and though not elected, ran ahead of the national Democratic ticket by 26,000 votes.

He was out of politics between the years 1906 and 1916, devoting his attention to the practice of law, to real estate, lumber and orchard developments, especially in the vicinity of the Hampshire Southern Railroad.

In 1916, upon a statewide demand from his party, he again consented to become a candidate for Governor of West Virginia on the Democratic ticket and in the ensuing election he was the only Democrat elected. His term of four years, which will be concluded on March 4, next, has been notable for constructive legislation. The Governor is particularly proud of the budget amendment, passage of which he secured at a special session of the Legislature during the first year of his office in 1917, as also of the "Work or Fight" law, enacted by the West Virginia Legislature and signed by Governor Cornwell May 18, 1917, two months before any similar law had been passed as a war-time emergency act by any of our states.

A visit with Governor Cornwell, whether in his comfortable office in the beautiful old State House at Charleston, or in the cloudy atmosphere of a Pullman smoking compartment, discloses the engaging qualities of urbanity, modesty, culture and sincerity, which all who know him, whether of his political belief or not, recognize and admire. I saw him in both places on November 29. In the former he said in reply to my question:

"You ask me if, when a boy, I had a vision of my future. It was pretty difficult to see a vision of much worth while from that poor farm of ours on the slope of Jersey Mountain, during my early years. Yet, I suppose I must have had a vision, because I was always particularly interested in biography, in the life stories of men whom the world now acclaims as having done something worth while. And I believe it is true, that without a vision, without some sort of an ideal to look forward to and to work for, a man cannot rise very high in the esteem of his fellow men or be of much service to humanity.

"One of the things I prize most in life is the fact that I know well and am able to call by name so many men whom I have met in business, in politics and on the Railroad. I know hundreds of Baltimore and Ohio employes, met not alone in connection with my legal work for the Railroad, but also as neighbors along our Romney Branch, employes whom I have grown to admire for their unusual interest in and fidelity to the Baltimore and Ohio.

"My election as a director, therefore, comes more as a rededication to the interests of the Railroad in which I have always been interested, rather than as an assignment to a new kind of work.

"Although I have been interested in a number of small corporations, this is the first time I have become a director in so large an enterprise as the Baltimore and Ohio. And to me it means a great opportunity. In addition to my official connection with the Railroad when I qualify as a director, and my work for it in the past, I have, in the words of the poet, 'lived by the side of the Road.' There, it has always been of the greatest interest and satisfaction to me to read the pronouncements of President Willard in regard to the Railroad's policy; of his wish that it be a good public servant, faithful in every obligation, square in every relationship, and, in brief, as he himself so aptly put it, a 'good neighbor' to all those who dwell along its lines."

As I was leaving Governor Cornwell's office he handed me a little cloth bound volume with his name imprinted on the cover as author, under the attractive title, "Knock About Notes."

On the first page following the title page, one reads the following:

DEDICATED
TO THE MEMORY OF AN ONLY SON
JOHN J. CORNWELL, JR.
WHO DIED FEBRUARY 10, 1914,
IN HIS 18TH YEAR

The table of contents contains such interesting and suggestive titles as these:

A Lady's Scrap Book.
Old Songs and New.
The Lost Doll.
The Railway Trainmen.
A Telegrapher's Troubles.

It is a delightful collection of the author's observations as he traveled to and fro, on trains, hunting and fishing trips, and on vacations,—all of them brief and originally published in his newspaper, the Hampshire *Review*.

Here perhaps we find the best portrayal of the man himself, a man among men, democratic, interested in the most trifling incident affecting his fellow men, philosophical, and with the genius of the born writer, able to see in mere commonplaces to most people an interesting story or observation.

We hope later on to get Governor Cornwell's permission to use some of these little monographs complete in the MAGAZINE, especially the several which deal with railroading and railroad men. Here we print in conclusion an interesting bit, extracted from one of the stories, printed some years ago, we presume, but of perennial interest to all who enjoy the study of life and humanity:

"The only contented or happy people in the world are those who are so busy that they don't have time to look for happiness; who have work to do, and who are content with their work. Not many miles away is a farmer, not a very extensive one, with rather poor land; he doesn't farm the greatest number of acres, but those he cultivates are put in perfect con-

dition and it is a very remarkable season that doesn't see him with a balance on the credit side of the account at the end of the year. He is a happy man, because he is a busy one and because he mixes brains with the soil. There are others just like him and whenever you find that kind of man you find one who eats and sleeps well. There is nothing better than having something to do, except doing it successfully. Great numbers of young people are idle because they can't get a job that is equal to their idea of their own dignity, who are unhappy and growing up into worthless men and useless women. The day has already dawned when the value of anyone depends upon his inclination to work and the fidelity and energy with which he does it. Young women understand it is no disgrace to work, and their matrimonial chances are not lessened thereby. The man worth having who is not already wifed, is attracted to the young woman who passes dry goods over a counter, plugs holes up in a switchboard, tickles the keys of a typewriter, or does any kind of useful work, at home or elsewhere, in preference to one who carols off the 'flower from mother's grave,' while the mother is doing the housework. The greatest aristocracy is the aristocracy of labor, any kind of work so it is well done. Those who are so unfortunate as to get rich enough to quit work and seek happiness are rainbow chasers and are to be pitied. Poor things."

—

"And A Little Child—"

By M. J. Conroy
Proofreader, Printing Department

I HAD the pleasure of a trip home to Cleveland this summer over the Best and Only and herewith acknowledge my sincere thanks. The trip was delightful, the scenery truly wonderful, and Steward Elkins took care of the inner man most satisfactorily.

When I boarded the car at Mt. Royal, opposite me sat a tired mother and her two little ones. The name of the oldest one I learned later was Doris. As the day wore on Doris began to make friends with the passengers, romping up and down the aisle and stopping wherever any one displayed a desire to take an interest in her doings, bringing a smile to those who were sad as well as to those who were glad. It was wonderful how those little feet maintained their equilibrium with the swaying of the on-rushing train. Yet never once did she fall.

Down the aisle came an elderly man on his way to get a drink of water and after he had quenched his thirst he started back with his paper cup in his hand. Doris was in the aisle and she stopped and looked up at him. He playfully held the cup over her little head and just then the car rounded a curve and the contents of the cup landed on Doris' head. Immediately she proclaimed to all the car that she wasn't partial to water. The old gentleman was evidently much alarmed and began at once to seek an alibi and said, excitedly, "Lady, lady, it wasn't me —blame it on the curve!" while all the passengers joined in the laughter that followed.

A few minutes later Doris was herself again and resumed her rompings. She stopped at my chair and looked up at me and evidently figured out that I was harmless—as well as lonesome—and extended her little hands to mine and smiled. As I held her in my arms and told her the story of Ali Baba and the Forty Thieves, her little eyes began to close and soon she was off in the Land of Nod. She must have slept for nearly an hour and I couldn't have guarded a million dollars more carefully than I did little Doris.

When they were leaving the train she put her arms around me and kissed me and when the train pulled out there she was, down on the platform, looking up at me and waving "Good-bye" with her little hands.

There was a tear in my eye and a smile in my heart and a prayer on my lips for little Doris as the train rolled on and I found myself journeying on again down the road to yesterday.

Western Railway Official Pays Remarkable Tribute to the Baltimore and Ohio

ST. LOUIS-SAN FRANCISCO RAILWAY COMPANY

OFFICE OF DIRECTOR PUBLIC RELATIONS
ST. LOUIS, MO.

FLOYD L. BELL,
DIRECTOR

November 9, 1920.

Mr. Daniel Willard,
President, Baltimore and Ohio Railroad,
Baltimore, Md.

Dear Sir:

May I take this opportunity of expressing my delight at the splendid service accorded on the Baltimore and Ohio Railroad on the occasion of a trip from which I have just returned, to Washington, Philadelphia and New York.

The unfailing courtesy of the trainmen at every point was a source of perpetual delight and the dining car service was so excellent that perhaps that factor alone was sufficient to place me in such a mood as to thoroughly enjoy the entire trip.

I really do not remember having experienced a more pleasant journey. I was greatly impressed also with the extraordinary measures apparent at every turn for the comfort and safety of passengers.

Respectfully yours,
(Signed) FLOYD L. DELL.

Macdonald's Christmas Legacy

By Francis Lynde

THE hands of the clock were pointing to midnight, and Macdonald got up from his place at the train table and kicked the chair toward his "relief."

"There you are, Pinckney," he said; "everything rolling and nobody hurt. See if you can do as well from now till morning. Reddick, you solemn-eyed owl, why don't you go home and go to bed?"

"Haven't any home," retorted the passenger man. "Besides, I have to stay here to keep you fellows from going to sleep on the job. If the trainmen on this jerkwater knew how many times I've saved their lives they'd chip in and buy me a house and lot."

Macdonald knocked the ashes out of his pipe and threw it at Reddick, after which he bent over the train sheet with Pinckney.

"Three and Four are both on time, and Four's engine is steaming well, for a wonder. Sixteen is an hour off, with about ten more loads than the mogul can handle; you won't hear anything more from her 'till she's doubled over the hill. Come on, Reddick; let's go home."

"Told you I didn't have any home," complained the passenger chief clerk, in tones that would have brought tears to the eyes of an oyster.

"So say we all of us—and more's the pity," Macdonald rejoined, wrestling into his heavy overcoat. "If I had money enough I'd see if I couldn't buy myself a little old-fashioned comfort along that line. Think what it would mean to have a real home to go to on a howling winter night like this."

"Money," said Reddick; "get somebody to die and leave you a good, fat legacy, Mac."

Pinckney looked up from the train sheet to say, "That's a good idea. Got any rich relatives?"

Macdonald laughed and said, "No," and then corrected himself. "Yes, I have, too; a grand-aunt's a relative, isn't she?"

"Don't know; I never had one," Reddick replied; but Pinckney thought there could be no doubt about it.

"All right; if you're sure of that, I have one rich relative," said Macdonald. "My grandfather's sister lives in Whittlesey, Canada. She has all the money there ever was in the family; but that's all the good it will ever do me."

Pinckney looked up again. Whittlesey, you say? What is the lady's name?"

"Elvira Spurlock, spinster—at least, that's what she used to be; perhaps she's married now—I haven't kept up with my mother's side of the family. You're not going up-town then, Reddick?"

"Not yet; no."

"Well, I am; good night."

After he was gone the midnight silence in the dispatcher's office was unmarred save by the clicking of the sounders, the howling of the December wind and the irregular crashing of the night switching engine coupling cars in the freight yard. Reddick smoked his pipe reflectively for a few minutes, and when Pinckney closed his key and leaned back in his chair, the chief clerk began to villify the absent Macdonald.

"What a hypocrite Mac is," he said sententiously. "Talking poverty all the time when he's got over a thousand dollars in the bank this minute! If he should ever happen to strike it rich I believe he'd be the worst miser on top of the earth."

Pinckney shook his head. "You're off wrong there," he argued. "You take a fellow that saves his money by littles, as Mac does, and he's all right while he's doing it that way; but you give him a pot of it in a lump and see how quick it'll turn his head. If Mac's aunt should happen to remember him in her will, you'll see a spoiled Scotchman trying to buy experience by the carload."

"All the same, I don't believe it," asserted Reddick.

Just then Pinckney had to answer the wire, and while he was doing it, Reddick reached for the "Official Guide." As the dispatcher closed his key the chief clerk said: "Whittlesey's on the Great Eastern, isn't it?"

"Yes; I know the place well."

"That so? I forgot you were a Canuck. Do you happen to have an operator's roster in your kit?"

Pinckney found the list in the table drawer and gave it to Reddick.

The chief clerk ran down the list of names. "Here we are," he said; "'John Whitcomb, night operator, Great Eastern, Whittlesey.' I wonder what sort of a chap he is?"

"Jack Whitcomb?—one of the best fellows in the world. I had the night trick with him once in the commercial office in London. I didn't know he was at Whittlesey."

"Seems to be," said Reddick, adding thoughtfully: "Say, Pinck, reckon he'd do you a small favor if you'd ask him?"

"Of course he would; why?"

"I have a scheme; I'll tell you about it when I come back."

The passenger office was just across the corridor in the railroad building, and a little later Pinckney heard, in a lull in the telegraphic clatter, the clicking of a typewriter. When Reddick returned he handed the dispatcher a freshly written letter.

"How would that do for an experiment to prove or disprove your theory about sudden riches?" he asked.

Pinckney's solemn face relaxed in a sardonic grin as he read. "Umph! you'll get yourself badly disliked some fine day. But this won't do, you know; these people wouldn't write on a blank sheet of paper—they'd have a letterhead."

"All right; they shall have a letterhead."

Reddick disappeared again and when he came back the next time the clock on the wall was measuring off the second of the small hours.

"Think that'll pass muster?" he asked, tossing the sheet of paper across to the dispatcher.

"That's better," said Pinckney. "How did you do it?"

"With a pen and some India ink. You didn't know I'd been sent up once for forgery, did you?"

"No, but I think it's quite likely. You'll get us both killed in this deal, though, if Mac ever finds out."

"Never mind about that," said Reddick, yawning cavernously; "you go ahead and do your part, and I'll go hunt me a little sleep. Good night."

Fergus Macdonald, of the Macdonalds of Clanranald, was indebted to his father's fore-elders for two things besides his Scottish name and lineage. One was the Macdonald physique, the figure of a young giant with a handsome face, curly brown hair and honest blue eyes. The other was something more than one young man's fair share of Scottish caution.

It was the latter trait which made him a laggard in love. To himself, Macdonald stated the case thus: Miss Elbert was the division superintendent's daughter; her father's salary stood sponsor for all of the comforts and not a few of the luxuries of

life; therefore he, Fergus Macdonald, must wait until his savings would make Mellicent's future somewhat nearer akin to her present.

They had been acquainted a year, but Macdonald's courtship, tempered by thrift and hampered by an occupation which kept him at his office from four in the afternoon to midnight, seven days in the week, had been rather more formal than a young woman of Mellicent's temperament could approve. Moreover, there was Mr. Hugh Mancraft, whose evenings were his own, who called four times to Macdonald's once, and whose suit was warmly seconded by Mellicent's father.

It was upon the night of Reddick's experiment in typewriting and pen engrossing that the Macdonald possibilities first took definite shape in the mind of the division superintendent. Mancraft had taken Mellicent to the theater, and had again urged his—thus far—unsuccessful suit. As he left the house he met the superintendent coming home from his club; and ten minutes later Mellicent was listening to a statement of the case from the parental point of view.

"Now why can't you be reasonable about this thing, Mellie?"—the argument concluded—"Mancraft is a good fellow, in a good line of business, and he can give you any kind of a social position you want."

"I know, papa," said Mellicent, tying nervous little knots in the fringe of her opera wrap as she talked, "but you forget that I don't love him."

"Love—nonsense! You are living in the wrong century to fall back on sentiment! This is an age of common sense, and you know you can't urge a single reasonable objection to Mancraft."

"No—only that."

The division superintendent leaned forward in his chair. "You are keeping something back, Mellie," he said; "there's some other fellow in the background. Who is it?—not Macdonald, I hope."



Pinckney went from indignation to pathos. "I didn't think you'd go back on an old partner like that, Mac"

"I—like—Mr. Macdonald."

"Oho! that's it, is it?" The father's look of displeasure deepened into the judicial frown which made him a terror to erring trainmen called into the private office for reprimand. "Well, let me tell you: Mac is nothing but an operator, and he'll never be anything else on this division. You promised your mother before she died that you wouldn't marry without my consent, and I'll never consent to let you throw yourself away on a poor devil of an office man"—here the official habit asserted itself irresistibly, and he concluded: "Just take ten days to think about that, will you?"

Mellicent wanted to cry, but the familiar sentence of suspension saved her, and she caught eagerly at the reprieve. "It shall be as you say, papa," she said submissively; "I'll give Mr. Mancraft his answer—in ten days."

"Humph!" said the superintendent, getting up to go upstairs; "that'll be Christmas. Well, I guess Mancraft won't object to that much of a wait for his Christmas gift."

If Macdonald had been omniscient, it is fair to presume that he would have thrown his frugal scruples to the dogs; but knowing nothing of the Mancraft threat, the parental point of view, or the reprieve, he suffered nine of these precious days to make yesterdays of themselves unmarked save by his usual Sunday afternoon call upon Mellicent. On that occasion she did what a modest young woman may do toward smoothing the difficulties from the path of a reticent lover, and more than once during this visit Macdonald had to emphasize the contrast between her home surroundings and the modest figure of his savings bank account, before he could persuade himself that the time was not yet ripe for him to put his fate to the test.

It was on the morning of the tenth day—Christmas Eve—that this laggard in love, coming down to his late breakfast in Mrs. Jordan's select boarding house for single young men, found a Canadian letter on his plate. Mrs. Jordan, herself, came in with his coffee while he was reading the address, and, like an honest woman, she made instant confession and apology.

"I'm ever so sorry, Mr. Macdonald—the postman brought that letter four or five days ago, and I put it up here on the mantel and clean forgot it. I do hope there's no harm done."

It is doubtful if Macdonald heard a single word of Mrs. Jordan's explanation. He had opened the letter,

and the first typewritten line made him forget that Mrs. Jordan was observing him and that his coffee was getting cold.

"Dear Mr. Macdonald," it began; "As attorneys for Elvira Spurlock, lately deceased, it was our mournful privilege to draw up her last will and testament. Although the terms of the document have not yet been made public, we are in a position to know that you are the principal legatee, and as such we hasten to offer you our hearty congratulations upon your good fortune. Owing to the absence of one of the executors, the reading of the will will be postponed for a few days; but as your presence will be necessary, you may rely upon us to give you due notice.

"In the meantime, in evidence of our good will toward one whom we hope to retain as our client, we authorize you to draw upon us for any sum you may need for your present requirements up to $1,000, the advance to be repaid when we shall have the pleasure of turning over the major portion of the Spurlock estate to its future owner. Until then, believe us, dear sir,

"Your most obedient servants,

"Grimshaw & Flynt."

Some tokens of Macdonald's mingled emotions must have found their way into his face, since Mrs. Jordan hastened to ask: "No bad news, is it, Mr. Macdonald?"

"Oh, no; it's rather the other way, I believe," replied Macdonald, putting the letter into his pocket and trying to bring himself down to the commonplace necessity of eating his breakfast.

Mrs. Jordan went to a window and looped back the curtains so that he might have more light. As she looked out, a young man was passing on his way down town, the snow crunching merrily under his quick stride.

"There goes Mr. Elbert's future son-in-law," she remarked, coming back to replenish Macdonald's coffee cup.

"What Mr. Elbert?" asked the breakfaster absently.

"Why, *our* Mr. Elbert—the division superintendent. Didn't you know that his daughter Mellie was going to be married to Mr. Mancraft, the mining engineer?"

Now there is a definite limit to the number and nature of the surprises that a man may endure with becoming indifference, and Mrs. Jordan's bit of gossip wrecked Macdonald's equanimity instantaneously and hopelessly.

"What's that you say?" he gasped, pushing his plate back and staring wildly at his landlady.

Mrs. Jordan repeated the scrap of gossip.

"But it can't be!" Macdonald insisted. "I—excuse me, Mrs. Jordan—I believe I don't want any more breakfast"—and the closing of the front door behind him punctuated his apology.

Once in the street, his determination was quickly taken, and within the quarter-hour he had presented himself to the division superintendent who, though it was Christmas Eve and the beginning of the holidays for other people, was on duty in his office as usual.

"Oh, it's you, is it, Mac," said the official as Macdonald let himself into the private office and closed the door behind him; "you'll have to talk quick this morning; I'm going out on No. 43 to meet the Reynolds and Whitman excursion."

Macdonald's tongue clave to the roof of his mouth, but he was not the young man to look back after he had put his hand to the plow.

"It's about—about your daughter, Mr. Elbert," he stammered; "I love her, and I want your permission to ask her to be my wife."

The superintendent glanced at his watch. "Am I to infer from this that you haven't already asked her?" he inquired coldly.

"Yes; I came to you first because—"

Mr. Elbert waved him off impatiently. "There is no need of making any more talk about it; the matter can be settled in just one word—no!"

Macdonald was already pretty badly overwrought, and the curt negative set the hot blood of his Celtic ancestry to dancing uncivilized measures in his brain. Putting his broad shoulders against the door, he burst out passionately: "You shall hear what I've got to say if you miss twenty trains! I want to marry your daughter; I can give her a good name; I've saved up money enough to give us at least a modest start; and if that isn't enough—" taking the attorneys' letter from his pocket—"I can give her more. Read that!"

The superintendent glanced at the letter, impatiently at first, and then with awakening interest.

"Open that door and tell Burwell to have 43 held until I come down," he ordered; and when Macdonald had obeyed—"You're a hot-headed young fool, like all the rest of them, but I like your spirit. Now tell me all about this letter."

"There isn't much to tell," said Macdonald, whose wrath vanished with the provocation. "My grandfather disinherited my mother for marrying a Scotch gardener and left his property to his sister. It seems now that she has tried to repair the injustice done to my mother."

"How much of a fortune is it?"

"I don't know that. Grandfather left something over twenty thousand pounds sterling in English securities; and there was a good bit of land in Canada and some houses."

Mr. Elbert was a man of quick decision, as a railroad man should be. Twenty thousand pounds, English money, meant something like one hundred thousand dollars, roughly speaking. Handing the letter back, he said, "I'm not more mercenary than I have to be, Mac, but you see how it is, yourself; I wouldn't be much of a father if I didn't keep a level head where Mellie's interests are involved. After all, though, it rests with her; but if you can get her consent, why—I guess you won't have any trouble with me. Now I must go—before I get 43 laid out on her meeting point."

At the door he thought of something else, and paused with his hand on the knob. "By the way, Mac, perhaps it would be as well for you to change off with Pinckney or Magoffin so that you could run up to the house tonight—and I'd go pretty middling early, if I were you."

Macdonald needed no urging, but it took the better part of the forenoon to arrange the desired change in his working hours. This was accomplished finally by his agreeing to work during the afternoon for one of the day men, who was to relieve Macdonald at seven, and who, in turn, was to be relieved at nine by Pinckney.

It was unquestionably the longest afternoon in Macdonald's life, and when it came to an end at seven o'clock, he could only make a pretense of eating the supper which Mrs. Jordan had kept warm for him. Running up to his room to change from his working clothes he met the twins Delay and Haste on the threshold, and it was after eight o'clock when he rang the bell at the superintendent's house. While waiting for the door to open he had a chill of apprehension superinduced by the sight of the lighted windows of the living room, presaging another and an earlier visitor; and the presentiment had its fulfilment when the servant led him past the living room door and into the little den at the back that Mr. Elbert used as a house office.

It was five measureless minutes before Mellicent joined him, and he saw at once that she had only come to excuse herself. There was no time for the commonplaces, and still less for subtle and progressive upleadings to the object of his visit.

"Mellie," he began, taking both of

her hands in his, "give me just one minute. I don't need to tell you that I love you—that's been saying itself for more than a year—but I've been an over-cautious fool. I've been given to understand that I had a meeting point to make here tonight; tell me in just one word—am I too late?"

The whispered answer was frank and unhesitating: "No; wait." And before he could put his joy into words she was gone.

"Wait? well I should say I would?" burbled Macdonald, tramping up and down in the exuberance of his happiness. "I hope the other fellow will take his medicine easier than I could have taken mine. Man! but I can almost find it in my heart to be sorry for the poor devil!"

Nevertheless, Macdonald's patience was tested severely before he was permitted to mend the broken thread of his wooing. Mancraft was only human; and inasmuch as Mellicent left him to his own devices for a good quarter of an hour while she went up to her room to have it out with her emotions, he retaliated by killing time mercilessly after she returned.

Putting this and that together, what with the mining engineer's obstinate refusal to take anything less than an argumentative series of negatives for his final answer, it was after nine o'clock when Mellicent rejoined Macdonald. A little later, after the arrearages of repressed affection had been given a hearing and coherence once more became possible, Mellicent remembered her promise and thought of her father and his inhibition.

"Oh, Fergus!" she exclaimed, "we can't go on and be Christmas happy, after all! Papa will never, *never* give his consent."

"Sure he will," Macdonald asserted cheerfully; "he has given it already—I asked him this morning."

"And you made him say yes, after he had told me—" she stopped in mid flight and left the sentence unfinished. "Tell me what you said to him."

It was Macdonald's turn to hesitate, and he floundered helplessly among the introductory phrases. "I told him he'd have to—that is, I gave him to understand—or rather, I should say, he wasn't going to—"

Mellicent laughed and clapped her hands softly. "Go on, Fergus, dear; you're doing beautifully."

"Oh, pshaw! I suppose I may as well tell the truth and be done with it. He said no, at first, and wasn't going to listen to me—he was just going away, you know—and then I got angry and put my back against the door, and told him he'd have to listen. He was good about it afterward, though; and when I told him about my savings, and about the fortune Aunt Elvira had left me—"



"All aboard!" And the ringing of the engine bell decided him

he stopped in deference to the wide-eyed astonishment of his listener, and suddenly remembered that as yet Mellicent knew nothing at all about the miraculous legacy.

"Why, bless my idiotic soul!" he exclaimed, "I haven't told you yet! Another day like this one has been would curdle what little brain I have left—here, read this letter and I'll explain afterwards."

Mellicent read Messrs. Grimshaw & Flynt's letter with kindling enthusiasm. At its conclusion she said fervently, "Oh, I'm so glad! Now you won't have to work nights any more, will you, Fergus dear?"

Macdonald smiled lovingly at her unselfish first thought. "That wasn't what I was thinking of," he said. "I'm glad because it makes it possible for me to give you all the little comforts and luxuries you've been used to; that is what I was saving for, and it's why I waited so—"

The clang of the front door bell interrupted him, and a sleepy servant came in with a telegram addressed to Mellicent. Macdonald watched her face as she read, and so was not wholly unprepared for her little gasp of dismay.

"What is it, Mellie?" he asked excitedly.

For answer she gave him the message, and he read it with a curious inversion of the senses which seemed to set him upon a pinnacle remotely apart from the commonplace realities. It was from the division superintendent and was incisive and curtly definite.

> "Tell Macdonald his trick is discovered and send him about his business. Miss Elvira Spurlock is not dead. She is a passenger on this train."

Macdonald grappled with his sanity, won the fall, and gritted out as near an approach to profanity as present company permitted.

"What in the world does it mean, Fergus?" asked Mellicent, shading her eyes from the droplight with the opened Grimshaw & Flynt letter.

"Mean?—there's only one thing it can mean. This whole miserable legacy business is a hoax, and your father thinks I'm a party to it!"

"You mustn't mind—he's angry now," pleaded Mellicent. Then: "Who could be mean enough to do such a thing to you?"—she glanced

up at the eye-shading letter and caught her breath—"Fergus, would anybody in Canada be likely to use C. & G. R. letter paper?"

"What's that?—what do you mean?"

She got up and held the letter between his eyes and the drop light. The watermark in the paper stood out accusingly: "Colorado & Grand River Railway." There and then Macdonald recalled the midnight talk with Pinckney and Reddick.

"That tells the story!" he burst out savagely; "I know who did it, and I'm going to make them both wish they'd never been born. Where's my hat?"

Mellicent saw battle, murder and sudden death in prospect for somebody, and a pair of restraining arms went quickly about the battler's neck.

"You mustn't, Fergus dear!" she entreated. "Whoever did it couldn't know what was going to happen; and, besides"—she hid her face in his coat lapel—"you know, you were waiting, and—and if it hadn't been for the letter—"

The most courageous affection could go no farther, and Macdonald's wrath dropped a few degrees below the murder point when he supplied the missing half of the suggestion.

"You're right, Mellie," he acknowledged, disengaging himself gently from the clinging arms, "and I won't quite kill either of them. But in justice to your father, I must go. Good night, dear; try hard to think me out of this ghastly scrape"—and he was gone before she could promise.

Notwithstanding his relenting admission, Macdonald was determined to have it out with Pinckney and Reddick before he slept; and while he was on his way down town, breasting a Christmas storm which was threatening to grow into a Christmas blizzard, a dramatic little scene came upon the stage in the dispatcher's office. Pinckney had relieved the substituting day man, and had settled down to his night's work at the key, when Reddick rushed in with a Western Union telegram which he was waving like a flag of distress.

"Great murder, man! Read that, will you?" he exclaimed, dropping into a chair.

Pinckney read the message, which was dated from the incoming Reynolds and Whitman excursion train.

> "Miss Elvira Spurlock, of my party on special wants Fergus Macdonald to meet her on arrival of excursion train in morning. Find and notify him quick.
>
> "J. M. Johnson."

"Who is Johnson?" Pinckney asked.

"Passenger man from Boston in charge of the excursion. What on top of earth do you suppose brings that old woman out here right in the middle of things?"

Pinckney had the answer to that question in his pocket. In asking the Whittlesey operator to mail Messrs. Grimshaw & Flynt's letter to Macdonald, he could not refrain from telling the joke. Whitcomb had thoughtlessly repeated it, and he wrote in some contrition to say that he was afraid the story had got around to Miss Spurlock in some way; that she had been making inquiries and had taken a ticket for the Boston-California excursion. For prudential reasons, however, Pinckney ignored Reddick's query and asked:

"Do you suppose Mac's got his legacy letter yet?"

"Got it? I should say he had! I met Burwell a little while ago, and he says Mac had a row with Mr. Elbert this morning about Mellie—scored the 'Old Man' up one hill and down the other, and ended by shoving that fool letter under his nose!"

Pinckney came out of his indifference with a bound.

"That's pretty serious, Reddick. That's why Mac wanted to get off tonight. Did you know there was anything between him and Mellie Elbert?"

"Yes; but I didn't suppose he'd go and make a full-blown idiot of himself before he'd taken time to find out."

"You might have known he would, when there was a girl in the case. Oh, you're in for it good and plenty. The 'Old Man's' on the train, and he's probably talked with the passenger agent. That means a red-hot message to his daughter, or to Mac, or to both of them. Reddick, if I were you, I'd get out of town for a day or so; I sure would, if I had to walk."

"I? What's the matter with *you*? By gollies, you're as deep in the mud as I am in the mire!"

"Mac won't think so; and besides, one scapegoat's a-plenty—what was that?"

A door slammed at the foot of the stair and a quick step echoed in the corridor.

"Here he comes now," said the dispatcher coolly; "if you care to keep your skin whole you'd better get out of here."

The advice was good, but there was only one door to the room. Hence, Reddick did what was possible; diving into a cupboard under the copying press a scant half-second before Macdonald came in, stamping his feet and shaking the snow from his ulster. Pinckney looked up, nodded, and took his cue from the out-thrust Scottish jaw and the flashing eyes.

"Where's Reddick?" Macdonald demanded.

"Don't know; he was in here a while ago, but he went out again"—the dispatcher on duty found it convenient to be very busy over the day man's transfer notes.

Macdonald tossed an open letter upon the train table.

"I want to know which one of you fellows wrote that!"

Pinckney read the letter with well-simulated interest.

"What makes you think either of us wrote it?" he asked mildly.

"I don't think—I know!" Macdonald held the sheet up to the electric light: "See that water mark? You do, don't you? Well, this letter has cost me my job and something more, and I'm going to punch somebody's head. Shall I begin on you?"

Pinckney had a just regard for the righteous anger of a normally good-tempered young giant, and he temporized.

"Don't be a fool, Mac," he said, with a fine assumption of virtuous indignation; "I'm no school boy. If that letter is a fake, you know well enough who wrote it."

"Reddick, you mean?"

"Naturally; he's the only man in the outfit with a pin-head brain. Besides, I remember his asking me something about Whittlesey that night after you told us about your aunt."

"He did, eh?" Macdonald spoke doubtfully; "I more than half believe you're trying to lie yourself out of a licking."

Pinckney went from indignation to pathos. "I didn't think you'd go back on an old partner like that, Mac; it's rough, especially when the thing is as plain as the nose on your face. Let me show you—here is a passenger department letter written by that chuckle-headed dwarf of a chief clerk today; just look at it and see if the typewriting isn't the same."

"You're right," Macdonald admitted, comparing the letters; "I take it all back, old man, but I've had grief enough today to rattle anybody, and all on account of that idiotic letter. Pinckney," he went on, his wrath rising again at the summing-up review of his misfortunes, "you tell Reddick to keep out of my way. If I get my hands on him before I've had time to cool off, there'll be a murder."

He let himself out through the gate in the counter railing, but Pinckney called him back to give him Passenger Agent Johnson's telegram. Macdonald read it with a snort of antago-

nism. "Meet her at the train?—I'll do nothing of the sort!" he grated, crumpling the square of yellow paper into a wad and flinging it into the waste basket on his way to the door.

When Macdonald was gone, the cupboard under the letter press yawned, and a dusty, cobwebbed harlequin bounded into the circle of light to dance around Pinckney's table, shaking its fists and rolling its eyes.

"Oh, you double-dyed hypocrite!—you smooth-faced, lantern-jawed foreigner! Chuckle-headed dwarf, am I?—with a pin-head brain? You just wait, will you? Maybe I won't make you wish you'd been born deaf, dumb and blind, before I get through with you!"

Reddick vanished, breathing out threatenings, and when the door closed behind him, an opportune call for a train order saved Pinckney from the collapse which might otherwise have followed his bad quarter of an hour.

When Macdonald awoke on the crisp Christmas morning, his angry determination to ignore his grand-aunt's request had lost some of its vehemence. He was obliged to confess that she was in no wise to blame for his misfortunes; and since kinship has its undeniable demands, he could scarcely do less than she had asked. Accordingly, he met the excursion special upon its arrival and sought out the passenger agent, Johnson, who was too busy at the moment to answer his question. When the time served, Miss Spurlock was not to be found; but a flagman enlightened the inquirers.

"The little old English woman, you mean? Yes, she was in this car; Mr. Elbert's been looking after her—reckon she must be one of the English stockholders in the road, isn't she?"

"Did they go away together?" asked Macdonald.

"That's what they did; made a bee line for the cab stand the minute the train pulled in."

It was the final drop of bitterness in Macdonald's brimming cup. His affair was the common ground upon which these two people, his grand-aunt and the division superintendent, had met; the assumption of his rascality was doubtless the theme upon which each had enlarged during their short acquaintance. And now they had gone to Mellicent!

When an optimistic young man of normally cheerful habit begins to give ground to an attack of the blue devils, his retreat is apt to become a rout. Looking back upon his performances of the exciting Christmas Eve, Macdonald accused himself wrathfully of having given place to childish credulity and unreasoning impulse; and the affront to his self-respect was now simply insupportable. Clearly, there remained but one thing for him to do—to obliterate himself at once and unobtrusively. A westbound train, ready to depart, offered the means. He could telegraph his resignation from some way station, and could send for his belongings when he had settled upon his destination. The conductor's "All aboard!" and the ringing of the engine bell decided him; and he swung up to the step of the last car as No. 5 steamed out of the station.

An hour later, when Reddick went to the division superintendent's office to arrange for the future movements of the excursion train, Chief Clerk Burwell handed him a telegram. It was addressed to Mr. Elbert, and it was Macdonald's resignation. Reddick turned a bit pale, but he did not shirk his responsibility. Obtaining permission to deliver the message in person, he made a Christmas morning trip to the residence suburb on Wolcott Hill, and was closeted with the division superintendent for a rather humiliating quarter of an hour. When he left the house he was the bearer of a telegram which reached Macdonald at noon. The message read:

"To Fergus Macdonald,
"Care Conductor Train 5.
"Don't make a fool of yourself. Double back on Six and come to the house to eat Christmas dinner with us. Your aunt wants to see you.

"R. A. Elbert."

Macdonald read it twice and then emphasized his decision by tearing it into bits. It was too late to return now, he told himself; and he determined to think no more of it, at least not until after the train had passed its meeting point with No. 6. That time was an hour away, however, and many resolutions may be made and broken in sixty minutes. Before the interval was half spent, Macdonald found himself fighting a losing battle with an irresistible desire to go back to Mellicent at whatever sacrifice of pride or self-esteem.

The crisis came when the operator at Jornado handed two telegrams to the runaway as the train pulled in beside No. 6. The first was a telegraphic return pass; the second was less formal:

"Come back and take it out on me. I have owned up and squared you with everybody.

"Reddick."

No. 6 was a bit behind time that evening, and it was rather late for dinner when Macdonald rang the bell at the house on Wolcott Hill. It was Mellicent who opened the door, and she scolded him tearfully for running away.

"There wasn't anything else to do—this morning," he said humbly, "I was down and out." Then: "Mellie, dear, give me my cue quick, before we go in; what am I to say or do?"

"Anything you like; the murder's out—papa and your aunt have fixed it all up between them, somehow, and you're to have your Christmas legacy after all. The dear little old lady has been trying to find you for years, and it was that letter that finally gave her the clew; it seems that the joke was too good to keep, and Mr. Pinckney wrote the operator at Whittlesey all about it."

Macdonald grinned exultantly.

"Makes you think of that saying in the Bible, 'All things work together for good to them that love the Lord'. Or of that riddle of Old Man Samson's, 'Out of the eater came forth meat.' All right; let's brace up and go face the music. I don't care much what happens so long as we have each other."

They were married a few weeks later, and Reddick, who did many things well, was Macdonald's best man. Mac is now—or was at last accounts—chief dispatcher on the Grand River Extension. Having been his guest, I can testify to the coziness of his home in the wind-swept valley at Mountain Junction; and it was there—when I had risen to examine a typewritten letter framed and hanging over the fireplace—that he told me the story of his Christmas Legacy.

War-Time Rise in Passenger Fares

According to the most recent estimate of the Bureau of Railway Economics, the total advance in passenger fares on the railroads of the United States since the outbreak of the World War has been 47 per cent. The British Board of Trade is authority for the following estimates of the increases in nine foreign Countries:

Austria, 290 per cent.
Belgium, 100 per cent.
Canada, 60 per cent.
France, 70 to 80 per cent.
Norway, 60 to 180 per cent.
Russia, 1400 per cent.
Sweden, 100 to 200 per cent.
Switzerland, 100 per cent.
United Kingdom, 75 per cent.

THE BALTIMORE AND OHIO RAILROAD COMPANY
SAFETY DEPARTMENT

FINAL REPORT OF NO-ACCIDENT CAMPAIGN
OCTOBER 18 TO NOVEMBER 16, 1920

DIVISION	Train Accidents		Casualties 1920		Casualties 1919		Total Accidents		Thousand Gross Ton Miles		Thousand Gross Ton Miles Per Accident				Eastern Lines Standing	System Standing
	1920	1919	K.	I.	K.	I.	1920	1919	1920	1919	1920	1919	%Inc.	%Dec.		
Baltimore	36	22	0	27	1	20	63	43	432005	285170	6857	6632	3	....	5	11
Cumberland	51	49	2	47	1	47	100	97	759768	559355	7598	5767	32	....	3	8
Monongah	23	29	0	15	0	17	38	46	148776	109718	3915	2385	64	....	2	7
Wheeling	12	5	1	10	0	7	23	12	113429	83367	4932	6947	....	29	8	15
Charleston	1	10	0	1	0	4	2	14	39573	32375	19787	2313	755	....	1	1
Ohio River	5	6	0	17	1	9	22	16	41549	39312	1889	2457	.....	23	7	13
Pittsburgh	19	16	0	12	0	12	31	28	249452	228405	8047	8157	.....	1	6	12
Connellsville	17	22	0	10	0	9	27	31	265912	293214	9849	9459	4	....	4 Western Lines	10
Ohio	1	4	0	2	1	13	3	18	125570	124471	41857	6915	505	....	1	2
Indiana	6	13	0	8	1	20	14	34	119487	128510	8535	3780	126	....	3	4
Illinois	3	8	0	9	0	3	12	11	90044	110058	7504	10005	.....	25	7	14
Toledo	14	28	1	15	0	34	30	62	330532	298943	11018	4822	128	....	2	3
New Castle	11	5	2	10	0	11	23	16	264712	264191	11509	16512	.....	30	8	16
Cleveland	2	0	0	9	1	14	11	15	229315	140736	20847	9382	122	....	4	5
Chicago	8	41	0	11	0	16	19	57	246253	348567	12961	6115	112	....	5	6
Newark	7	20	2	15	0	11	24	31	142505	142037	5938	4582	30	....	6	9

DEPARTMENT									Man Hours Worked		Man Hours Worked Per Accident				Standing
									1920	1919	1920	1919	%Inc.	%Dec.	
Baltimore Terminal	13	14	1	27	1	19	41	34	955352	809689	23301	23814	.....	2	12
Staten Island Rapid Transit Railway	0	1	2	5	0	3	7	4	563342	542221	80477	135555	.....	41	14
Baltimore & Ohio Chicago Terminal	8	15	0	7	0	10	15	25	505519	476968	33701	19079	77	.....	6
Sandy Valley & Elkhorn	1	1	0	0	0	1	1	2	40936	34396	40936	17198	138	.....	3
Mt. Clare Shop	....	....	0	33	0	40	33	40	535812	492700	16237	12318	32	.....	8
Martinsburg Shop	....	....	0	2	0	3	2	3	31355	25477	15678	8492	85	.....	5
Tie Treating Plant	....	....	0	0	0	2	0	2	30121	18267	30121	9134	230	.....	1
Police Department	....	....	0	1	0	2	1	2	133215	87289	133215	43645	205	.....	2
Signal Department	....	....	0	1	0	0	1	0	10664	9755	10664	9755	9	.....	10
Telegraph Department	....	....	0	1	0	0	1	0	23897	17331	23897	17331	38	.....	7
Stores Department	....	....	0	5	0	8	5	8	421524	351060	84305	43882	92	.....	4
Tunnel Department	....	....	0	1	0	0	1	0	23527	26389	23527	26389	.....	11	13
Zanesville Reclamation Plant	....	....	0	0	0	0	0	0	30876	23670	30876	23670	31	.....	9
Glenwood Back Shop	....	....	0	3	0	0	3	0	218161	222778	72720	222778	.....	67	15
Cumberland Back Shop	....	....	0	9	0	7	9	7	135637	99750	15071	14250	6	.....	11

SUMMARY

									Thousand Gross Ton Miles		Thousand Gross Ton Miles Per Accident				
Eastern Lines	164	159	3	139	3	125	306	287	2050464	1626956	6701	5669	18	.....	2
Western Lines	52	119	5	79	3	122	136	244	1548418	1557513	11385	6383	78	.....	1
									Man Hours Worked		Man Hours Worked Per Accident				
Special Departments	22	31	3	95	1	95	120	127	3654938	3237740	30458	25494	19	.....	
GRAND TOTAL	238	309	11	313	7	342	562	658	.....		.....			.....	

Decrease in train accidents, 1920, compared with 1919—71, or 23 per cent.
Decrease in casualties, 1920, compared with 1919—25, or 7 per cent.
Decrease in all accidents, 1920, compared with 1919—96, or 15 per cent.

J. T. BRODERICK, Superintendent

Charleston Division Wins Richly Deserved Victory in No-Accident Campaign

Ohio Division First on Western Lines Tie Treating Plant First, Police Department Second Among Departments

THE man who said that "Enthusiasm is the power that keeps the wheels of progress moving," must have learned his lesson on our Charleston Division. For if ever employes on the Railroad were keyed up to the limit of "pep," determination and drive, our friends in the West Virginia hills were during the 30-day No-Accident Campaign ending November 16. And they richly deserved to win the Pennant and Banquet on the Eastern Lines, and the honor of leading the System. Their margin of victory was a big one, as the figures on the opposite page show, good proof that they left little undone that would bring them home in the lead.

Miss Margaret Talbott Stevens, associate editor of the MAGAZINE,

*Congratulatory Letter of Vice-President Galloway to Superintendent Trapnell of the Winning Charleston Division

December 6, 1920.

Dear Mr. Trapnell:

The No-Accident Campaign on the Baltimore and Ohio System, which began October 18th, and continued for 30 days, was concluded November 16th.

The Charleston Division, I find from reports submitted, has won the championship of the Eastern Lines, having made:

Increase in thousand gross ton miles per accident of 755%
Reduction in train accidents of 90%
and a
Reduction in casualties to employes of 75%
compared with the record it made during the same period last year.

The results which you have accomplished on your division prove that we can reduce accidents when we enter into the work with a pronounced determination and earnest effort. The winning spirit with which you inspired your men could not fail of its purpose, and I am sure that you feel amply rewarded for the efforts put forth to insure this splendid victory.

The championship pennant for the Eastern Lines has been forwarded you today as a reward for the victory which your division has so well earned. It will serve, I hope, to encourage you, your officers and employes to accomplish even better results in the future.

The Tie Treating Plant at Green Spring has won the championship among the departments who competed on the basis of man hours worked, having made an increase of 230 per cent. in man hours worked per injury. They are therefore entitled to send 15 of their representatives to participate in the banquet to be given your division.

When you have the banquet, if my engagements will permit, I shall be glad to be with you.

The record which the Charleston Division has made is indeed most commendable, and one of which you and the entire personnel of the division may well be proud. I congratulate you heartily on the splendid showing you have made during the campaign.

Yours very truly,

Mr. W. Trapnell,
Superintendent,
Weston, W. Va.

*NOTE—Similar letters were sent by Vice-President Galloway to Superintendent Brown of the Ohio Division, Pennant Winner of the Western Lines, and to Superintendent of Timber Preservation Angier, and General Superintendent of Police Denton, for the splendid records made by their departments as shown in the accompanying table.

has written one of her characteristic and interesting "Aunt Mary" stories on how they did it. It begins on page 41 of this issue and is a mighty good description of how team work can be inspired among a large body of men and beat all comers. Read it.

Among the other divisions, Ohio won second place on the System, and, in leading the divisions on the Western Lines, won the Pennant and Banquet for its territory. The Ohio Division boys showed during the baseball race that they had the stuff that winners are made of, and they now have two fine victories to their credit over their rivals in the West.

The Tie Treating Plant won first, and the Police Department second place among the Departments. All credit to them and to the other departments and divisions that made good showings.

There is little more to be said about the contest. The figures speak for themselves, and the congratulatory letters from Vice-President Galloway, copy of which appears on the preceding page, attest the sincere appreciation of the management.

We hope that another contest will be held next year. They are splendid tonics, fine incentives to enthusiasm and team work in every phase of railroad work. And each one that is held saves much suffering and sorrow, the elimination of which justifies all the efforts put forward during the campaign.

We hope to publish the results of the Essay Contest, concluded December 1, in our January MAGAZINE.

Stop, Look and Listen When Going on Track—One in Every Three Killed is Struck by Moving Train

THE number of employes who were struck by moving trains and killed on the Baltimore and Ohio in the ten months of 1920 up to November 1 was 37.

That was 35 per cent. of the entire number who met death in that period.

Surely this should be a potent warning to our employes to watch out for their welfare when they have occasion to be on the tracks.

In these ten months there were 106 employes killed in all ways. This means that an average of more than ten met death each month. Nearly four of these ten met death by being struck by trains.

Here's food for thought. None of us is ignorant of the dangers that exist where trains are constantly passing. Few of us are not acquainted with some one or more of the men who were swept from the world since this year began.

Their fate should drive home to us the necessity of stopping, looking and listening before we step upon the tracks.

It means only about three seconds of time to glance in both directions and to listen well and be assured that no trains are approaching before we step upon the rails.

Yet it may mean eternity in another world if we fail to observe the necessary precautions.

Duties assigned many of our men require that they be almost constantly passing over tracks, but there is no officer who would think of reprimanding an employe who used up a little time stopping, looking and listening before he puts his foot upon a track. There are others who only occasionally are required to cross over tracks. They likewise should use every precaution to assure themselves that it is safe.

But the odd thing about it is that the death rate from being struck by trains is higher among those constantly around the yards and terminals than among those who only infrequently cross the tracks.

Perhaps "familiarity breeds contempt."

Only recently one brakeman was killed and one severely injured when they sat upon the rail and chatted about their affairs. A passenger train came along and struck them.

We can with difficulty conceive why men should sit upon the rail when there are so many other places where they might rest in security. It surely was not comfort which caused them to choose the rail for a seat. It is difficult to imagine a more uncomfortable seat than a steel rail. Included in the 37 employes killed in the ten months of this year are a number who used the rails for a seat.

The second highest number of deaths came from employes falling under trains; that is, 17 of the 106 killed. That is just about 17 per cent.

In the next few months let us concentrate on the endeavor to stop

Summary and Explanation of Results of "No-Accident" Campaign, October 18 to November 16, 1920

BALTIMORE, MD., December 1, 1920.

MR. GALLOWAY:

The outstanding features of the attached statement, giving results of the No-Accident Campaign, are the following:

	PER CENT.
Increase in number of employes, System, 1920, compared with 1919	20
Increase in casualties to employes—Eastern Lines	11
Decrease in casualties to employes—Western Lines	33
Decrease in casualties to employes—System	7
Increase in 1000 employes per casualty—Western Lines	81
Increase in 1000 employes per casualty—System	29
Increase in 1000 gross ton miles per accident—Eastern Lines	18
Increase in 1000 gross ton miles per accident—Western Lines	78
Increase in man hours worked per accident in special departments (not included in divisions)	21

We handled during the 30 days of the campaign this year, 3,598,882,000 gross ton miles, compared with 3,184,469,000 gross ton miles last year, an increase of 414,413,000 gross ton miles.

You will recall that from October 18 to 31, 1919, we were engaged in the National Railroad Accident Prevention Drive, during which time we reduced our accidents to a minimum never before attained. We continued the drive until December 31 and again made a good record. All our figures for the campaign of 1920 have the results of the National Drive as a basis of comparison. The latter was not a normal period, yet, with this handicap, our figures on the System this present year show that we made a—

	PER CENT.
Decrease in train accidents of	23
Decrease in casualties to employes of	7
Decrease in all accidents of	15

J. T. BRODERICK,
Superintendent, Safety Department.

Copies to Messrs. Ennes, Begien, Voorhees.

fatal accidents from these two sources and our death list will be cut to a low average. Look over the accompanying list of fatalities in the first ten months of this year and last and learn how our fellow employes met death:

	1920	1919
Burned	2	1
Boiler explosion	3	0
Caught in belt	1	0
Crushed between cars	8	4
Crushed by falling ice	1	0
Crushed by electric crane	1	0
Collision	3	3
Derailment—train	3	4
Derailment—motor car	1	2
Drowned in stream	3	2
Drowned in ashpit	0	3
Electrocuted	1	0
Fell from train	9	5
Fell under train	17	7
Fell from ladder	1	0
Falling material	0	1
Motor car struck by train	1	3
Operating hopper door	1	2
Scalded	1	0
Shot	1	1
Struck by train	37	28
Struck by falling end gate	2	0
Struck by overhead obstruction	2	1
Struck by jack lever	1	0
Struck by side obstruction	2	2
Working under car without flag	3	1
Working under load which fell	1	2
Total	106	72
Total Fatalities—Eastern Lines	66	48
" " Western Lines	40	24

They Can't Forget Safety at Grafton Tank and Carpenter Shop

ONE of the real novelties of the No-Accident Campaign, which closed November 16 last, was a combination electric light flash and bell signal installed in the tank and carpenter shop at Grafton, W. Va. It is believed that this ever-present warning against unsafe practices did much to place the Monongah Division among the leaders.

With the approval and hearty cooperation of W. B. Porterfield, master mechanic, H. L. Miller, foreman of the tank shop, installed the device the opening days of the campaign and its utility has proved so great that it will probably be kept in place continuously. No man who entered or left the shop, and hundreds passed through the portals daily, could fail to note that something unusual was going on. Safety requires constant reminders and the device of Mr. Miller surely provided the reminders.

As one entered the shop he necessarily had to step upon a slightly raised platform. This caused a light to flash behind a glass transparency upon which was written the following:

No-Accident Campaign
October 18 to November 16
This Department Wants To Be 100%

Two large bells connected by electric wires with the sign immediately began to ring and anyone forgetting Safety for the nonce was involuntarily compelled to recall it. Passing under the sign, the pedestrian next was compelled to step upon a second platform. Again the light flashed on, again the bell rang out loudly and, glancing up at the reverse side of the sign, the passer-by read this slogan:

We Can Be 100% If
We Practise
Safety Always

And the recompense that came to Mr. Porterfield and Mr. Miller for their ingenuity and efforts was a pretty clean record for the entire Grafton shops during the campaign. The big force of men there certainly did not do anything to prevent Superintendent Holverstott from getting a record comparable with the one made the previous year.

Copies of May and June Issues Wanted

The office of the Baltimore and Ohio Magazine, Mount Royal Station, Baltimore, needs copies of the May and June, 1920, issues. If any of these are available, please send promptly to the Magazine office.

SAFETY DEPARTMENT

Record of Shops, Showing Man Hours Worked Per Injury, September, 1920

Honor Roll Shops are Those Having No Reportable Injuries

This Month's Honor Roll	Injuries	Man Hours Worked	Rank in August
Holloway	0	79,189	19
East Chicago	0	39,909	28
Somerset	0	36,821	Honor Roll
Haselton	0	32,446	Honor Roll
Seymour	0	18,064	21
Sabraton	0	14,528	....

Rank	Shops	Man Hours Worked	Number of Injuries	Man Hours per Injury	Rank in August
1	South Chicago	84,645	1	84,645	18
2	Rossford	73,461	1	73,461	5
3	Glenwood (Master Mechanic)	134,340	2	67,170	34
4	Cleveland	128,830	2	64,415	7
5	East Dayton	64,337	1	64,337	12
6	Gassaway	58,041	1	58,041	Honor Roll
7	Chillicothe	164,989	3	54,996	6
8	Storrs	95,697	2	47,848	31
9	Fairmont	90,158	2	45,079	27
10	Washington, Ind	236,054	6	39,342	2
11	Connellsville	190,428	5	38,035	11
12	Cone	37,182	1	37,182	Honor Roll
13	Lincoln St. (inc. Robey St.)	99,522	3	33,174	15
14	Weston	32,397	1	32,397	Honor Roll
15	Newark	301,628	10	30,162	17
16	Zanesville	28,793	1	28,793	Honor Roll
17	Riverside	199,035	7	28,433	29
18	Flora	27,565	1	27,565	Honor Roll
19	Lorain	162,870	6	27,145	1
20	Cumberland (Master Mechanic)	343,427	13	26,417	20
21	New Castle	130,735	5	26,147	10
22	Glenwood (Back Shops)	232,829	9	25,869	26
23	Benwood	140,594	6	23,432	4
24	Keyser	309,432	14	22,102	22
25	Lima	108,482	5	21,696	16
26	Painesville	65,003	3	21,667	9
27	Ohio River High Yard	58,582	3	19,527	13
28	Ivorydale	182,615	10	18,261	14
29	East Side	127,481	7	18,211	8
30	Grafton	156,173	9	17,352	25
31	Cumberland Back Shop)	119,353	8	14,919	24
32	Garrett	174,199	13	13,399	32
33	Ohio River (Low Yard)	76,900	6	12,816	3
34	Stock Yards	34,975	3	11,658	30
35	Brunswick	135,438	15	9,029	36
36	Mt. Clare	522,606	77	6,787	33
37	Willard	98,982	18	5,499	23
38	Martinsburg	32,973	8	4,121	35

Baltimore and Ohio Team Work Has Made a Big Dent in Loss and Damage This Year—Intensified Team Work Will Do Even Better for 1921

DURING the year 1919 the adjustment of Loss and Damage to freight cost Class 1 railroads $106,800,000, an increase of nearly 100 per cent. as compared with the $55,200,000 for 1918. This year we of the Baltimore and Ohio will show a marked reduction in claim payments as compared with 1919, because of our active Claim Prevention Campaign and the fine cooperation of our employes. For the nine months ended September 30, 1920, our Loss and Damage claim payments amounted to $2,783,000, a reduction of $546,539 as compared with the same period for 1919.

We hope for a reduction of 50 per cent. in our Loss and Damage claim payments for 1921 over 1920, and we are sure that this can be done with an intensifying of the cooperation which we have had from our employes during 1920. If we observe the rules, tariffs and classification requirements as issued—if we profit by past errors, which have been clearly pointed out as specific illustrations of what failing to follow the instructions is costing the Company—and if the attention and interest of agents, receiving clerks and others is directed to the following, there will be no question of our reaching the desired goal.

PLEASE SEE THAT—

Shipments tendered for transportation are securely crated and plainly marked in accordance with Consolidated Classification No. 1 and supplements thereto. Otherwise, they should not be accepted for transportation.

We receive all the items called for by the Bill of Lading or Shipping Order and the marks on the containers agree with those on the Bill of Lading before signing.

Cars in which high class merchandise is loaded are suitable for the commodity; that the freight is properly loaded, stowed and braced in car to reach destination in good order, and that cars are securely sealed before leaving stations.

Set-back cars are properly stowed to prevent damage by switching.

An accurate check is made at stations of all shipments unloaded; that consignees are promptly notified as to arrival of freight and prompt delivery effected. The liberal use of the telephone will aid in clearing out the freight for the handling of current business and preventing congestion.

You receive a receipt for all freight delivered; this includes C. L. as well as L. C. L. Also that these receipts are properly filed in your office for reference in case occasion requires same.

Freight arriving at your station without revenue billin and marked for some other point is promptly forwarded to that point on Astray Waybill and notation is made on the Astray Waybill, "Only deliver upon surrender of original bill of lading or other proof of ownership."

When freight arrives at station without revenue billing and is marked for same, marked consignee is notified that shipment is on hand and requested to surrender the original bill of lading or other proof of ownership, before delivery is effected; and when furnished that the necessary charges are collected to protect the Company's revenue; and that sufficient data is obtained to enable revenue billing to be located and connected with the Astray billing to complete record.

Many of our agents are cooperating in our Prevention Campaign by calling the attention of other agents to irregularities noticed in freight handling, such as improper containers, improper marks, improper stowing, etc. We should always courteously speak to the other fellow about his shortcomings so that he will eventually get in line and do his share in accomplishing the desired result.

A Freight Claim Prevention Congress was held by the Freight Claim Division of the American Railway Association at the Hotel La Salle, Chicago, Ill., November 15-16, 1920, under the auspices of the Cause and Prevention Committee; the objects of this congress were:

Promotion of Freight Claim Prevention Efforts on Inactive Lines.

Increase in Effectiveness of Freight Claim Prevention Efforts on Active Lines.

Coordination of Efforts of Individual Lines into a General Claim Prevention Movement.

The attendance at this congress consisted of 285 representatives of carriers in the United States, Canada and Mexico, members of the American Railway Association. The meeting was a success and all phases of prevention of Loss and Damage to Freight were discussed, and it was the opinion of those present that the congress had accomplished its aim by enlightening the inactive lines as to the necessity of claim prevention, and at the same time spurring on the lines who were active in Claim Prevention to greater efforts.

At this congress the following slogan was unanimously adopted:

"Cut Loss and Damage to Freight 50 per cent. in 1921. It Can be Done."

Are you with us in reducing our loss and damage claim payments 50 per cent. in the year 1921?

Yours for Cooperation in Prevention,

C. C. GLESSNER,

General Freight Claim Agent.



C. E. Catt,
Division accountant, Ohio River Division

Promotions

Lee Warren Fowler was recently promoted to accountant, headquarters at Mt. Clare Shops, Baltimore.

Mr. Fowler entered the Baltimore and Ohio service on July 7, 1903, at the age of 22, in the capacity of stenographer, and has been advanced successively to the positions of timekeeper, assistant shop clerk, shop clerk, chief clerk to district superintendent motive power, assistant chief clerk to the general superintendent motive power, inspector of accounts and accountant. During a part of the period of Federal control Mr. Fowler was engaged with the United States Railroad Administration at Washington in the capacity of chief clerk, car section.



G. B. Spencer,
Division accountant, Toledo Division

Harry Thomas Beck was recently promoted to chief clerk to the assistant auditor disbursements.

Mr. Beck entered the Baltimore and Ohio service on April 27, 1908, at the age of 18, in the capacity of clerk, and has been advanced successively to the positions of assistant shop clerk, shop clerk, accountant and chief clerk to the assistant auditor disbursements.

George B. Spencer was recently promoted to division accountant, Toledo Division, headquarters Dayton, Ohio. Mr. Spencer entered Baltimore and Ohio service on November 1, 1894, at the age of 15, as office boy, and has been successively promoted to the positions of file clerk, time clerk, transportation timekeeper and division accountant.

Clyde E. Catt was recently promoted to division accountant, Ohio River Division, headquarters Parkersburg, W. Va. Mr. Catt entered Baltimore and Ohio service on July 13, 1905, at the age of 18, in the capacity of file clerk, and has been advanced successively to the positions of stenographer to trainmaster, clerk to chief train dispatcher, clerk to trainmaster, transportation timekeeper, chief clerk to division acountant, and division accountant.

—

Fine Uniform Material at Low Prices

THE Navy Department has on hand a limited quantity of very fine Navy dark blue cloth, Melton and Kersey finish, in 18 oz. and 30 oz. weights. The sale price per yard is $6.00 for the 30 oz. cloth and $5.25 for the 18 oz. cloth. In quantity purchases amounting to $250 or more this price is reduced to $3.80 per yard for the 30 oz. cloth and $3.23 per yard for the 18 oz. cloth. The heavy cloth makes a wonderful overcoat and the lighter cloth an equally good uniform. This cloth is absolutely all wool and of fast dye, 54" wide, double width, 50 yards to the bolt. The prices are f. o. b. Great Lakes, Ill. Samples of this cloth may be obtained by writing to the Senior Member Board of Sale, Naval Training Station, Great Lakes, Illinois (Department R).

In addition to the cloth the Navy also has an excess stock of all wool dark grey blankets weighing 4½ pounds each. They are 84" long by 67" wide and the price by the blanket is $8.23 each. In quantity purchases of $250 worth of blankets a special price of $6.27 is secured.

It is suggested that men combine their orders to secure cloth or blankets at the most unusual prices quoted above. Any information desired may be obtained from Lieutenant Commander N. B. Farwell (SC), U. S. N., Senior Member Board of Survey, Appraisal and Sale (Department R), Naval Training Station, Great Lakes, Illinois.



L. W. Fowler, accountant, Mt. Clare



H. T. Beck,
Chief clerk to assistant auditor disbursements



Assured that our readers will welcome advice and suggestions on the all-important problem of health preservation and life extension, based on the latest advances in medical science, it will be the purpose of this section of the MAGAZINE *to present brief and instructive articles each month by members of the medical staff of the Relief Department We know our efforts will appeal to our readers. If only a few profit by the advice offered, our contribution to the sum of human happiness will be considerable, and our service of value. The addition of one, five or fifteen years to a life is well worth the task.*

Headaches

By Dr. C. W. Pence

Medical Examiner, Philadelphia, Pa.

HOW often, in greeting some friend or acquaintance and inquiring about his health, have you received the reply, "Feeling fair, thank you, excepting for a headache." Thus follows the practice of referring to the headache as a special disease.

A headache is a symptom and not a disease; it is Nature's warning of some disarrangement in the human machine.

Most headaches are of functional* or reflex origin—merely a temporary condition which is relieved when the cause is removed. Others, being more persistent in their association with the individual, are due to organic* disturbances of a prominent or obscure nature, and it is in such cases that the headache is as serviceable a danger signal to the physician in getting at the cause as the red target is to a locomotive engineer.

In the functional or reflex headache a common cause is overeating. By taking more food into the stomach than can be digested, fermentation occurs, and the detention of by-products in the stomach which would normally be thrown off through the skin, kidneys and bowels, causes a change in the quality of the blood, impairs the nourishment of the brain, and produces headache. Other causes are over-indulgence in tobacco, foreign bodies in the eyes, colds, nasal catarrh, bad teeth, neuralgia, excessive heat, and eye strain from improper focusing of the eyes, which may be corrected by proper glasses. Constipation is the most frequent cause of headache, and a correction of irregular habits will afford permanent relief. Loss of sleep, nervous excitement such as fright and hysteria, are contributing causes producing headache, which will be relieved upon removal of the cause. Among the functional and reflex headaches, there was one due to over-indulgence in alcoholic drink, which contributing cause has to a great degree been eliminated by Mr. Volstead and the Anti-Saloon League.

Among the organic causes of headache are those due to high blood pressure, hardening of the arteries, changes in the circulatory system and organic changes in the kidneys. As headache is often a diagnostic symptom in these instances, the individual should be properly looked after by his family physician.

Headache is also one of the prominent diagnostic symptoms in typhoid fever.

Nearly all headaches may be relieved by removing the cause and correcting irregular habits. Play "Safety First," and beware of the many so-called headache remedies widely advertised and sold, as their indiscriminate use frequently results fatally.

*Organic disease—one in which an organ of the body is defective: functional disease—one in which the mechanism of the organ is perfect but its action is disturbed. Illustration—in organic heart disease the valves or heart walls are defective; in functional heart disease, the mechanism is perfect, but its action interfered with, this interference being caused possibly from indigestion, use of tobacco, &c.

Relief Department—Advisory Committee

Conducting Transportation Department

W. S. BERKMEYER	Conductor	Canton, Ohio.
J. H. COULBOURN	Passenger Brakeman	Philadelphia, Pa.
GEORGE G. JAMES	Conductor	Baltimore, Md.
JOHN F. WUNNER	Clerk	New York, N. Y.

Motive Power Department

L. A. CATHER	Machinist	Fairmont, W. Va.
WILLIAM D. LENDERKING	Plumber	Baltimore, Md.
HENRY LOVERIDGE	General Foreman	East Chicago, Ind.
H. W. OLDENBURG	Car Inspector	Cincinnati, Ohio.

Maintenance of Way Department

IRA E. BAKER	Section Foreman	Kanawha Station, W. Va.
J. J. PRICE	Account Clerk	Newark, Ohio.
J. W. RICHMOND	Water Station Foreman	Garrett, Ind.
J. F. THOME	Section Foreman	Aviston, Ill.

Statement of Pension Feature

Employes who have been honorably retired during the month of October, 1920, and to whom pensions have been granted:

Name	Last Occupation	Department	Division	Years of Service
Compton, John T.	Conductor	Cond'g Transportat'n.	Baltimore	38
Edmonds, William	Engineer	Cond'g Transportat'n.	Philadelphia	47
Pfeiffer, John	Car Oiler	Motive Power	Illinois	33
Putt, Charles E.	Machine Operator	Motive Power	Chicago	31
Rathgerber, C. H.	Machinist Helper	Motive Power	Baltimore	34
Scanlon, Michael	Carpenter	Maintenance of Way	Newark	48

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1919, $333,807.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to July 31, 1920, amount to $4,118,339.85.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Andrews, David	Foreman	M. P.	Baltimore	October 28, 1920	47
Cribbs, Jacob	Material Dis'tr.	Stores	Chicago	September 11, '20	28
*Gray, Robert	Conductor	C. T.	Philadelphia	October —, 1920	31
Hanson, William	Engineman	C. T.	Ohio	October 11, 1920	43
Lyston, John	Laborer	M. P.	Baltimore	October 27, 1920	40
Miller, John	Xing Watchman	C. T.	Chicago	October 13, 1920	31
Ravenscroft, George W.	Xing Watchman	M. of W.	Cumberland	October 24, 1920	29
Romig, Isaiah S.	Engineman	C. T.	Cleveland	September 26, '20	23
Ruddach, Charles W.	Clerk	Relief.	All	September 30, '20	37
Smith, George C.	Blacksmith	M. P.	Cumberland	October 20, 1920	38
Smith, William T.	Air Inspector	M. P.	Philadelphia	October 14, 1920	48

* Exact date of death not known.

Agents Please Note How Railroad is Cooperating With Farmers

THE County Farm Bureaus and Agricultural Agents in a number of regions through which the Baltimore and Ohio Railroad passes are engaged in an educational campaign to induce farmers to use lime and fertilizer more freely. The State of Pennsylvania in particular has issued a bulletin on the lime requirement of Pennsylvania soils, and this bulletin is to be used in connection with the campaign in that state.

Realizing the importance of this measure, the Commercial Development Department has made arrangements to lease to farmers for the storage of agricultural lime, small tracts of land adjacent to the Railroad's team tracks or other sidings at the various stations where ground is available. A lease of this kind will be made at a nominal rental, and will permit the farmer to obtain lime without paying demurrage charges resulting from his inability to haul the lime immediately upon delivery. This has often been a serious obstacle in the past because the roads were frequently impassable at the time shipments reached their destinations.

Agents may assist in the work materially by circulating this information among the farmers and Farm Bureaus in their vicinities. Applications for leases of land for this purpose should be made to the Industrial Agent of the territory concerned, or directly to H. O. Hartzell, Manager Commercial Development, at Baltimore.

Overheard at the Medical Quiz

Prof. Sapio: Dr. Wilson, is consumption or pulmonary tuberculosis an incurable disease?

Dr. Wilson: No, sir! It is now known that practically all persons are attacked some time during life by the tubercular germ.

Prof. S.: Has a curative medicine ever been discovered?

Dr. W.: No, sir! A cure can only be effected through fresh air, proper food, rest and peace of mind.

Prof. S.: Can this treatment be practiced at home?

Dr. W.: Yes! If the individual does not reside in the thickly settled part of a large city; the treatment is commenced early; and he is under the constant care of a physician.

Prof. S.: Precisely, and for this reason a course in a sanitarium located in the mountainous region is much to be preferred.

Here is Real Loyalty

THE Pittsburgh Divison Honor notes of this issue say:

"At 9.15 a. m., on June 20, extra east engines 1271 and 1253, in charge of Conductor G. G. Wise and Engineers C. C. Page and J. F. Carr, just west of west end of passing siding at Elk City, derailed four cars: a box car loaded with ties, a car of lath, and two other loads. Conductor Wise reported from Knox that they could pole the car of lath (the box car of ties had cleared itself) and derail the other loads in several hours without the necessity of running the tool train. These men had been called for 2.30 a. m. at Foxburg to make a Clarion Junction turn, therefore, they had only taken a small lunch, which they ate soon after making the start. They had had no breakfast when they began wrecking and they did not stop for dinner, but stuck to the job until the track was cleared for the train to move, and they got into Foxburg at 6.10 p. m. in time for supper. Such loyalty and interest in behalf of the Company is highly appreciated. Conductor Wise and the rest of the crew, consisting of Brakemen J. F. McKathorn and G. B. Edinger, Engineer J. F. Carr, Fireman H. C. Dunkle and Engineer C. C. Page, are heartily commended."

This note has been picked from the many others appearing in this issue as best showing the finest kind of Baltimore and Ohio spirit and loyalty. The sacrifice made by these men meant a good deal to the Company. That it will always stand them in good stead is as true as is the character of loyalty itself.

Carol

By F. C. McCaghey

Carol along, beautiful song,
O Christmas, O Christmas!
Fill the great throng, spirit of song,
O Christmas, O Christmas!
Sing through the wold sweet stories old—
His power extolled,
All sin controlled—
Garnish His fold, radiant with gold,
O Christmas, O Christmas!

Statement of Actual Average Miles Per Car Per Day

(Including Bad Order Cars)

"The business of a railroad is to furnish Transportation, in brief, to move cars. In moving cars efficiently, ordinarily other operating problems will be solved at the same time. It is, therefore, natural to expect that local officials will concentrate their attention on the elimination of delays to cars and devote such time as may be necessary to this end.

Yards are designed for the express purpose of forwarding cars, and not for use as places to store them; cars are built for the purpose of moving freight, and should not be used as warehouses to store freight in. Let each and everyone of us keep this before us at all times in our endeavor to secure a maximum car mileage."

Division	Aug. 1920	Sept. 1920	Oct. 1920	Highest Monthly Record Performance Since January 1, 1912	Per Cent. Increase or Decrease October, 1920, Over Best Previous Record Inc.	Dec.	Divisional Standing
Philadelphia	37.9	40.7	37.4	72.3	....	48.3	18
Baltimore	13.1	14.1	15.0	16.4	....	8.5	4
Shenandoah	20.3	18.1	16.1	23.0	....	30.0	16
Cumberland (East)	53.7	55.0	55.2	....	....	....	...
Cumberland (West)	43.0	40.6	39.5	....	....	....	...
Cumberland (Total)	49.7	49.3	49.0	76.3	....	35.8	17
MARYLAND DISTRICT	28.9	30.3	30.5	....	....	....	...
Connellsville	24.2	20.7	22.8	32.5	....	29.8	15
Pittsburgh	29.2	26.8	24.8	34.4	....	27.9	13
PENNSYLVANIA DISTRICT	26.5	23.3	23.7	....	....	....	...
Monongah	14.7	13.6	13.3	16.4	....	18.9	7
Wheeling	14.8	15.0	14.9	15.5	....	3.9	3
Ohio River	30.5	28.9	26.4	37.2	....	29.0	14
Charleston	14.0	12.5	12.8	14.8	....	13.5	6
WEST VIRGINIA DISTRICT	15.8	15.0	14.8	....	....	....	...
BALTIMORE & OHIO EASTERN LINES	24.8	24.4	24.4	....	....	....	...
Chicago	31.0	31.4	32.8	41.0	....	20.0	8
Newark	26.0	27.3	27.4	36.9	....	25.7	12
New Castle	31.9	29.8	28.3	37.5	....	24.5	10
Cleveland	24.6	23.9	25.0	27.9	....	10.4	5
NORTHWEST DISTRICT	28.6	28.3	28.5	....	....	....	...
Ohio	58.2	55.4	54.4	69.5	....	21.7	9
Indiana	27.7	27.1	30.4	29.6	2.7	....	2
Illinois	20.3	22.0	22.1	29.7	....	25.6	11
Toledo	24.2	25.5	27.8	25.5	9.0	....	1
SOUTHWEST DISTRICT	27.7	28.4	30.0	....	....	....	...
BALTIMORE & OHIO WESTERN LINES	28.2	28.3	29.1	....	....	....	...
BALTIMORE & OHIO SYSTEM	26.3	26.1	26.4	....	....	....	...

OFFICE OF GENERAL SUPERINTENDENT OF TRANSPORTATION—Baltimore, November, 1920



Robert M. Van Sant, *Editor*
Margaret Talbott Stevens, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.
Herbert D. Stitt, *Staff Artist*
George B. Luckey, *Staff Photographer*

Christmas

Next to the story of Salvation unfolded by the life of the Babe of Bethlehem, the greatest significance of Christmas is in the opportunity it offers us to rededicate our lives to unselfish endeavor. This year in particular, it behooves us Americans, who have been singularly blessed among the other peoples of the earth, to consider our less fortunate brothers. To remember:

The millions of children in foreign countries who, without our succor, will starve this winter.

The typhus and other disease-ridden peoples who need American doctors, nurses, food and medical supplies.

The thousands of service and ex-service men among us who need our help and sympathy.

The manifold needs expressed in the work of the Red Cross and similar organizations, our local hospital campaigns and the other demands for help which crowd upon us.

Friends and fellow workers of the Railroad, may Christmas kindle in our hearts the spirit of helpfulness, the willingness to give. May we remember the sick, the crippled, the hungry—those unfortunates whom it was the special pleasure of the Master to serve. And when the many appeals for help come to us during the coming year, let us not turn deaf ears, nor measure our gifts by those of our neighbors, but let us give, give, give, until the suffering and sorrow caused by the World War shall have been permanently alleviated. It is only thus that we can put into our lives the best that Christmas offers.

I know a woman in the sunset years of life who could not realize two hundred dollars on all the possessions she has in the world. She has given everything—health, wealth and strength—to those she loves, and now lives in the modest home of a relative, helpful and comforting to those about her. She has never been appreciated at her full worth, yet not a suggestion of sourness has crept in. Each day sees her cheerful, uncomplaining, optimistic. The birthdays of her dear ones are always remembered. She is a model Santa Claus in buying early and with thoughtful devotion the little gifts which her small means permit. Christmas day will find her radiant with appreciation for the presents given her, and each day, as it comes and goes, will add but one more chapter to the epic of unselfishness that her life unfolds. Happier a thousand times is this woman than those who try to find the Christmas Spirit through riches, position and power. Happier a thousand times we, if we but approach this Holy Day emulating the spirit of unselfishness which, so naturally, so beautifully, is the secret of her joy.

As the Day approaches we will feel the same expectancy that we felt as children. We will sense the better impulses of our natures' urging, and making the world look brighter. The fellowship of the righteous will seem an eminently fitting thing to us on Christmas Sunday, and we won't be more surprised to see some of our business cronies at church than they will be to see us. The sweetness of the music will surprise us (those old, half-forgotten hymns of regal adoration) and we will catch ourselves putting on a whole lot of steam as we sing, and a funny feeling runs up and down our spines. Then the "Merry Christmas" after the service—"same old stuff," we think, until we catch the note of absolute sincerity. Then we are shaking hands with the rest, echoing the greeting and wishing we could think of a better reply than "same to you." And once again Sunday takes on a new meaning because Christmas is coming.

The feeling carries over to business, in the shop, in the office and on the street. Work? Well, yes—we have a' plenty to do—but our minds are awhirl with the infectious spirit, and we plan dozens of things we want to do in preparation for our share in the Day. The hour is late, yet we manage to squeeze in a number of errands. Suspicious looking packages crowd our pockets and arms, and bits of holly (was it ever so pretty?) somehow have found their way to the lapels of our coats.

The home atmosphere changes. Confidences are slyly whispered. The tell-tale rustle of tinsel reaches us after the children have gone to their dreams of old Santa, and we catch faint odors of spruce or pine as we rummage the attic to find the stand that has supported so many beautiful trees. Other fragrances come from the kitchen —of puddings and fruit cakes and pies. And all the while we are moving in a kind of transport. We feel like pinching ourselves to see if it is true.

Then comes Christmas Eve with all its witchery and mystic charm. The stockings are hung and filled (we won't waste precious coal this year to make them seem substantial). The tree is trimmed with a hundred memories of bygone years and a few trifles we have picked up to add a bit of freshness. The candles are in place ready to be lit, the striped candy rings and canes encircle the branches, while underneath are piled high those mysterious packages put there by loving hands. And we take a final peek at the preparations, go to bed and wish that we could dream of Santa.

Then comes the Day. Of course, it belongs to the children—and so do we. The patter of feet and the "Merry Christmas" of those angel voices sound in the hall, and, though yearning for just another little nap, we open the door and in they troop with their stockings. Such treasures and trifles of tinsel and sweets! Such pretty little knick-knacks that a thoughtful mother has provided! We laugh at the cries of wonder and joy, steal a kiss from the dear mother as we find an especially thoughtful remembrance in our own bulging and misshapen socks, and get one in return for a surprise we have given her.

No one can do more than trifle with breakfast, for the big event of the day is still in anticipation, and all eyes are glued on the door behind which is the tree of trees.

"Please hurry up, daddy," assails us on all sides as we swallow our morning cups of coffee. Then we finally marshal our brood in order of ages before us (youngest first, oldest next, middle-aged last—this time), the door is opened with mock solemnity and loud hurrahs—and there stands the vision, prettier than ever!

Such cries and shouts as the presents are handed out with great flourishes and ceremony, all that anyone expected to get and then a heap more! Each wonderful package is opened separately and in turn, and each

causes new peals of laughter and more kisses from the recipient to the giver. It's only hard to tell who is the happier.

So Christmas will come, this year as it did last, and will for all the ages, ever fresh, ever new, ever happy, ever blessed.

The Solicitors' Slogan—"Buy and Ship Now"

The next few months will be a period of easy transportation. The normal seasonable decline in business will see less goods moving on the rails, less congested freight warehouses, terminals and sidings. Railroad facilities and personnel will be in shape to handle all shipping requirements more quickly, more safely, more satisfactorily, than during the recent months of abnormally large business. Here is the opportunity for the shipper and the railroad to get together to their mutual advantage.

Many buyers who need staple supplies for their businesses—the farmer, his fertilizers, machinery and seeds; the manufacturer, his raw materials; the big industrial plants, their surplusses of coal, coke, etc.—many of them are holding off because of the present unsatisfactory business conditions. Peak prices of six months back have fallen so hard as to do positive harm to our general prosperity. Retailers are taking big losses and hedging on placing the orders that keep manufacturing wheels turning. With the result that the wheels are not turning as we would like to see them.

But when the present low-priced stocks are gone we will be in danger of another demand that will exceed supply—and send prices skyhooting up again. Confidence must be restored in a measure now. Perhaps, a buying campaign should be inaugurated (luxuries omitted), to help the retailer, to help the wholesaler, to help the manufacturer, to keep his plant going and his employes at work.

On another page of this issue the Commercial Development Department tells agents and solicitors how, by placing our storage facilities at the disposal of shippers at very nominal rates, it is trying to help them avoid the congested transportation conditions which spring and the returning normal demand will probably bring—by purchasing, shipping and storing now. That is only one concession the railroad is willing to make. Agents, solicitors and other employes who study our customers' requirements can think of other practicable ways of proving that the Baltimore and Ohio is in the business of giving ultra-service.

Urge your customers to "buy and ship now"—to use railroad facilities when they are best able to handle goods quickly and safely.

The Impractical Man

There is a deal of nonsense uttered about the practical man. He is supposed to be of much more use to the world that the impractical man. They are always praising the man who does things or gets things done, and the words smack in our mouth as though, after all, he is the fully worthwhile man.

The truth of the matter is that your practical man is usually a second-rate man. To be practical implies that you can do things under existing conditions, taking things as they are. But very often the one thing needed is to change these conditions. To be practical implies that one can do things that he has practiced. But in the crises of life, when we want a thing done that nobody has practiced, when we get to a real hard knot that has never been untied, your practical man is helpless. Then we discover that the genuinely great man is the dreamer, with his head full of theories.

The practical man can run a locomotive, but he never invented one. He can manage a telephone system, but he could not pick the telephone idea out of nothing and make it something.

The practical brother is a son of Martha, and gets the plums. The dreamer is a son of Mary, and usually gets the sack.

The founder of Christianity had nowhere to lay His head; the Bishop who manages successfully a huge Christian organization has a palace and a seat in the House of Lords.

The inventor of the sleeping car got swindled; the practical business man who runs the sleeping car company has a large, juicy income.

Your practical common sense physician can treat ordinary cases, but when the plague breaks out you send for your tousle-headed, absent-minded old professor, and the worse and the stranger the plague the more absent-minded and tousle-headed the professor.

The men who are pushing this world along are the theorists, the idealists, the dreamers in their laboratories watching test tubes, in their studies excogitating philosophies, or walking the pavement with their heads in the clouds, dreaming and singing of the Golden Year.

LABOR DOES NOT CREATE WEALTH. IDEAS CREATE WEALTH. THE MOST EFFICIENT MAN IN THE WORLD IS THE MAN WITH SOMETHING ON THE BRAIN. IT IS HE THAT MAKES IT POSSIBLE FOR US TO WORK.—*New York American.*

The Among Ourselves Department

Do you read the Among Ourselves department in the MAGAZINE? No? Chances are, then, that your department is not represented. If not, why not? The more the merrier.

And that reminds us—this issue of the MAGAZINE shows a larger representation of divisions and departments than any previous number, thanks to our splendid corps of correspondents. Incidentally the notes have reached a new high plane of interest and our MAGAZINE can surely boast of the best department of this kind among any of the railroad magazines. Baltimore and Ohio cooperative spirit, at its best!

Many a worth while bit can be found among these paragraphs, of humor, of constructive interest—a promotion, a transfer, a new baby or a new benedict.

Read the Among Ourselves items. Find out what other departments, friends and acquaintances at other places are doing. And if *your* department is not adequately represented, find out the reason.





Grand Lodge of Veterans Holds Annual Meeting in Baltimore, November 12-14

THIS year it was Baltimore's turn to act host to the delegates sent by the various lodges of the Baltimore and Ohio Veterans' Association to the annual meeting. It was eminently fitting that this, the largest meeting of its kind held, have its headquarters in Baltimore City, the headquarters of the Company and the nestor of all railroad cities and hence of all railroad veterans, because of its being the birthplace of the earliest railroad, the Baltimore and Ohio.

Baltimore and its Veterans did themselves proud, one of the most important as well as pleasurable features of the meeting being its delightful social aspect, enabling the delegates from all over the System to get together, to exchange opinions and to learn of the progress made by this Grand Association through its many lodges.

The first meeting was called to order on Friday, November 12, at the Hotel Joyce, Baltimore, by Grand President G. W. Sturmer; Grand Vice-President Garvey and Grand Secretary and Treasurer Wardley assisted him and the following delegates presented their credentials:

J. V. Lucas, Cumberland, Md., F. A. Gump, Fairmont, W. Va.; H. D.Fletcher, Fairmont, W. Va.; John H. Doyle, Newark, Ohio; W. C. Garaghty, Cincinnati, Ohio; George W. Lischon, Cincinnati, Ohio; F. H. Brant, New York, N. Y.; William Cornell, New York, N. Y.; C. E. Lynch, Parkersburg, W. Va.; Daniel R. Sheets, Chillicothe, Ohio; John F. Fenton, Chillicothe, Ohio; John Hoddinott, Washington, Ind.; R. T. Ault, Brunswick, Md.; W. H. Shaw, Baltimore, Md.; J. B. Kennel, Grafton, W. Va.; F. M. Keane, Grafton, W. Va.; Thomas Brennan, Connellsville, Pa.; Martin Conner, McMechen, Pa.; George N. Orbin, Pittsburgh, Pa.; John McAbee, Pittsburgh, Pa.; A. L. Woodworth, Lima, Ohio; C. R. Emery, Seymour, Ind.; Patrick Sehan, Seymour, Ind.; George H. Glenn, Youngstown, Ohio; L. H. Eddy, Cleveland, Ohio; W. K. Gonnerman, Cleveland, Ohio; J. L. Oliver, Martinsburg, W. Va.; C. H. Pennel, Baltimore, Md.; W. T. Egan, Garrett, Ind.

Later during the meeting other delegates appeared and enjoyed their part in the festivities.

After the opening prayer by G. A. Bowers, president of the Baltimore chapter, Mr. Sturmer invited Mayor Broening, of Baltimore, to make the address of welcome. The presence of so many Baltimore and Ohio Veterans inspired the Mayor to his best efforts. He himself is a great believer in associations and he spoke of the great honor of belonging to an organization like the Veterans, where years of service and loyalty are qualifications for membership.

He also paid an impressive tribute to Grand President Sturmer, referring to a patriotic occasion at which both of them officiated in Baltimore a number of years ago. The celebration was that of a flag-raising and the Mayor said that the "American Flag" and "America First" had, since that time, always been associated in his mind with Mr. Sturmer because of the very impressive tribute paid by him to the flag on that day.

In concluding his address and welcoming the Veterans to Baltimore in the name of the city, the Mayor spoke of the very intimate relationship between the Railroad and the city, from the very inception of our Company up to the present time; of the big part the Baltimore and Ohio has always played in the progress and improvement of the city; and of the fact that it is one of the great industrial organizations, always called to mind when the City of Baltimore is mentioned.

The meeting then proceeded to its regular order of business, reports from the various committees being read and accepted.

Under the head of new business an interesting and extended discussion was held on the important question of pensions, which finally resolved itself into the appointing of the following committee, which was instructed to make its report later during the convention:

C. H. Pennell, Baltimore, chairman; T. A. Richardson, Fairmont; F. M. Keane, Grafton; John Hoddinott, Washington; G. N. Orbin, Pittsburgh; D. R. Sheets, Chillicothe; W. C. Garaghty, Cincinnati; F. H. Brant, New York; J. V. Lucas, Cumberland; J. H. Doyle, Newark.

A committee on constitution and by-laws was also appointed, with the charge to report at the next meeting. It consisted of the following members:

H. D. Fletcher, Fairmont, chairman; W. H. Shaw, Baltimore; William Cornell, New York; John McAbee, Pittsburgh; Thomas Brennan, Connellsville.

The meeting was then adjourned for lunch and the automobile sightseeing tour of Baltimore provided for the visiting Veterans during the afternoon.

The session from 5.00 to 7.00 p. m. of the same day was opened by Grand President Sturmer by the reading of a letter from President Willard expressing his pleasure in accepting the invitation to address the Veterans at their open meeting on the following night at Moose Hall.

The report of Grand Secretary-Treasurer Wardley, showing total receipts of $1,399.25 and disbursements of $85.42, leaving the handsome balance of $1,313.83, was then read and approved.

Following the appointment of the following committee, G. A. Bowers, Baltimore, chairman; J. H. Doyle, Newark; W. S. Cox, Pittsburgh, on Ladies' Auxiliaries, Chairman Bowers spoke of the strong Ladies' Auxiliary on the Baltimore Division, consisting of 300 members and what a valuable cooperative body this had been to the Veterans' organization proper. He made a plea for the organization of similar auxiliaries so that the Veterans and their wives could look forward in the near future to the organization of a grand body of women veterans on the System. The meeting was then adjourned until 8.00 a. m. the following day, November 13.

As soon as this session was opened, Grand President Sturmer called for the report of the committee on constitution and by-laws. Chairman Fletcher requested that Mr. Shaw make the report, which was a lengthy one and entailed many important and helpful changes, which will be incorporated in the next printing of the constitution and by-laws of the grand body. It is of interest to note that the colors of the Association were voted to be yellow, red and green.

The afternoon session from 2.00 to 6.30 p. m. was opened by the moving by Mr. Bowers of a rising vote of thanks to the committee on constitution and by-laws, and its being carried. Grand President Sturmer then called for the report of the committee on pensions.

Mr. Pennel, chairman, announced that the secretary would read the recommendation framed by the committee. This was

done and most of the afternoon was devoted to the discussion of the various provisions made, with the result, however, that the recommendation for pension was approved in its entirety by the delegates.

Mr. Sturmer then read a letter from Vice-President Galloway expressing his regret at not being able to attend the open meeting scheduled for that night.

A motion by Mr. Richardson, of Fairmont, that the grand officers of the Association be constituted a committee to take up the pension recommendation with the Management, was carried.

Other business which received attention during the afternoon session was that of the organization of the Ladies' Auxiliary, on lines similar to that of the Grand Lodge, by Grand Vice-President Garvey, and also the question of passes.

The grand officers were empowered to call the next convention in Baltimore and the delegates expressed their appreciation of the courtesies extended them during the convention.

At the election of officers which followed, the following men were honored by the delegates: George W. Sturmer, re-elected Grand President and John M. Garvey re-elected Grand Vice-President by acclamation; James Wardley, Grand Recording Secretary; W. H. Shaw, Grand Financial Secretary; W. C. Garaghty, Grand Treasurer; J. H. Doyle, Grand Sergeant-at-Arms. G. A. Bowers, Baltimore; W. S. Cox, Pittsburgh; W. Fauver, Martinsburg; H. D. Fletcher, Fairmont; C. H. Pennel, Baltimore, were elected Directors on the Grand Board.

The convention then adjourned for the open session of the evening at Moose Hall.

Lack of space forbids an extended description of the entertainment provided and enjoyed by the visiting delegates.

The sightseeing trip on Friday afternoon gave the delegates not only a great deal of pleasure in seeing the new Baltimore, but also provided splendid instruction as to the large properties of the Baltimore and Ohio in the home city and the magnitude of its facilities and operations.

The excursion down the Bay on Sunday was the culminating feature of the entertainment program. Here, too, the delegates were given the opportunity to see the expansive properties of the Railroad, serving the many new industrial corporations which have built plants along the Bay during the last few years, as well as having pointed out to them the enormous possibilities of expansion and future development offered by Baltimore's splendid harbor. The weather during the convention was perfect and added to the enjoyment of the outdoor program.

For the open meeting on Saturday night, November 13, at Moose Hall, the convention's auditorium was packed with the members of the Baltimore Lodge and the visiting delegates. President Willard was introduced by Grand President Sturmer and his address, extracts from which are printed on this page, was received with great enthusiasm. Following Mr. Willard's address, W. W. Wood, chief of the Welfare Department, also addressed the meeting.

This convention will go down as the most successful to date in the history of the Grand Lodge. Much of practical worth was accomplished, important recommendations made, and it was the consensus of opinion of all of the delegates that the Grand Lodge is on its way to a career of greater influence and usefulness.

General James A. Gary, Oldest Agent of the Baltimore and Ohio, Dies at the Age of 88

THE death of James A. Gary, the "Grand Old Man of Maryland," on October 31, marked the passing of the oldest agent, in years of service, on the Baltimore and Ohio, and probably the oldest man in this position in America.

General Gary held the position of agent at the little station of Alberton, Md., years ago known as Elysville, for 62 years. He was also manager of the Alberton Cotton Mills, owned considerable property in Howard and Baltimore Counties, and was a director and financially interested in many business corporations in and near Baltimore. Mr. Gary was Postmaster General in President McKinley's cabinet, but resigned at the outbreak of the war with Spain, in order that he might not be placed in an embarrassing position because of the quantities of cotton duck which his factory would be called upon to supply to the War and Navy departments.

Born in Uncasville, Vt., on October 22, 1833, he came with his father to Maryland in 1838 and attended the schools here. He was graduated from Rock Hill College, Ellicott City, and from Allegheny College, Meadville, Pa. He played an important part in political and commercial affairs. He was possessed of an amiable disposition and was kind to his employes, one of whom was his assistant agent, our D. M. Shawen, now in the Superintendent's office at Camden Station. Mr. Shawen was active agent for Mr. Gary for 30 years. He speaks of the general as being a "fine gentleman."

The little town of Alberton, which has a population of a little less than a thousand, was practically built by General Gary. One of the first things that he did for the people there was to establish a public library. Then came several large stores, churches (both Catholic and Protestant), and a hall for entertainments. This hall, we are told, is a miniature Academy of Music, suitable in detail for amateur performances and has afforded much pleasure to the inhabitants of the town and employes of the cotton mills, as well as to employes of the Railroad.

The beautiful Gary home, Linden Avenue and Hoffman Street, Baltimore, was for years the scene of many interesting social events. There were seven daughters and one son born to Mr. and Mrs. Gary, and it was at the marriage of one of these daughters that President McKinley was the honored guest. The summer residence was at Catonsville.



Between sessions at the convention—the Veterans on the steps of Camden Station



The late General James A. Gary

How General Gary was respected by the officers of the Baltimore and Ohio is shown in a tribute paid to him by Vice-President George M. Shriver. Mr. Shriver recently said:

"I knew Mr. Gary for many years, ever since I was a youth, and for him I entertained the highest regard. He was the oldest employe of the Baltimore and Ohio, having served for over half a century as the agent of the Company at Alberton."

Another Martinsburg Notable

By C. Auld
Secretary of Chapter

HERE'S a word for another of the Veterans who frequent Joseph Pfarr's shoemaker shop on Queen Street, Martinsburg. This one is M. L. Sharon, age 65, pensioned engineer, better known as the "Morgan County Orator." "Uncle Mike" has just been retired from the Railroad service and he is the oldest young man of the group. He is always ready to tell you some yarn about a hunting or fishing trip, and, according to him—and we believe it—nobody has ever lived who caught more fish or captured bigger game than he has. When it comes to an argument, "Uncle Mike" has never found his equal. If we are to believe a story told by his close friend, Engineer Joseph Linthicum, "Uncle Mike" is as old as the hills. "Joe" says that once upon a time when "Mike" was counting up his years of service, the places where he has worked and the length of time he has spent at each place, that he (Linthicum) kept tally of the number of years and when "Mike" had finished talking he counted the marks and found that they totaled 150 years. In defense of this, "Uncle Mike" claims that "Joe" had forgotten how to count.

Unload a car promptly—send it on its way,
Then we'll save a car every day.

Fairmont Veterans and Ladies' Auxiliary

By Mrs. F. M. Wiltman

THOSE who attended the Veterans' Picnic at Grafton last summer will remember our recruiting station and the fun we had getting in new members. Well, the first thing that we found out after the picnic was over was that our lodge room had been taken, so it was left for us to meet at the homes of such members as might care to have us.

Mrs. C. B. Cassidy said that she would try us first, so on our next meeting night we (16 of us) hiked over to her house. When we told of the lovely time we had, and of the delicious refreshments, those who had stayed at home were quite envious. When Mrs. Althea said that she would entertain us, many others of the members, both Veterans and their wives, came out. There were 46 in all. At this meeting we had a fine report from the ladies who had visited the chapter at Baltimore. But while they were telling about it, a screech owl flew into the room and caused considerable commotion until he was captured. Then we had just got settled down to business when a little mouse came and peeped in to hear the proceedings. You can guess what happened. Our worthy president screamed and jumped for a chair, but fortunately for the ladies, the mouse was more frightened than any of us, and fled for his life.

Walter Wilson sang several solos, Miss Thelma Parker gave selections on the piano, and Mr. and Mrs. John Shafferman extended a general invitation to us to attend the wedding of their daughter Ruth. Mrs. Althea served refreshments and we all went away feeling that we would like to meet at the Althea home again.

The next to entertain us were Mr. and Mrs. George Swisher. At this meeting 65 were present. (See, we do better all the time.) Here we spent a most enjoyable evening. Frank Jordon and Douglass Fleming sang several selections, accompanied by Miss Naomi Heffner. Mr. and Mrs. Swisher proved delightful hosts.

Then we held another meeting at the home of Mrs. Henry Downey, who, by the way, lives on the very top of one of our mountains. It was certainly "some climb," but it was well worth it, for Mrs. Downey is known as a fine hostess. At this meeting it was decided that the men would rent a hall and that the ladies would furnish the "eats" for each meeting. The result of this was that the Manley Hall was rented and we decided to celebrate right. Invitations were sent out to all members and to some outsiders, and we proceeded to make it a real "blow-out." It was a splendid success. This is what one of our local papers had to say about it:

"The Baltimore and Ohio Veterans' Association and the Ladies' Auxiliary of the same organization had a delightful gathering on Friday evening at their hall in the Manley Building and all made merry until a late hour. A program of music and other features occupied the early part of the evening. Vocal solos were rendered by C. H. Bloom and Frank Jordon with Mrs. Bloom and Miss Naomi Heffner as the piano accompanists. Violin solos were played by Frank Frey with Miss Byer as accompanist. An honor guest of the evening was Mrs. John Garvey, of Wheeling, wife of the grand vice-president of the Veterans' Association. She gave a very pleasing talk. Visitors were in attendance from Grafton, Clarksburg and Morgantown and with the local aggregation there was a large turnout. Mrs. F. M. Wiltman was at the head of the program committee and Mrs. Harry S. Fleming had charge of the refreshments. Delicious gingerbread, pumpkin pie and hot coffee were served. The festivities ended by the dancing of quadrilles by the veterans and their ladies."

Baltimore Veterans' Ladies' Auxiliary

THE regular monthly meeting of the Ladies' Auxiliary of the Baltimore Division Veterans' Association was held in Moose Hall on the night of November 1. There were present more than 200 members. Following is the evening's program:

Song: America.

Lord's Prayer, led by the chaplain, Mrs. Bowers.

Roll call of officers.

Reading of minutes of last meeting by recording secretary, Mrs. MacMillen.

Report of treasurer, Mrs. Holmes.

Reports of various committees, distribution of cards of membership and application cards.

Names of applicants for membership proposed and accepted.

Reading of various communications. Of special note in this connection was the reading of a letter addressed to Mrs. Daniel Willard, informing her that her name had been proposed and unanimously accepted for honorary membership, and the cordial reply to this letter.

During the time that the secretaries and treasurer were busy with the details of handling the membership cards, Mrs. Hanson told about the pleasant trip which a number of the members of the Auxiliary had taken to Gettysburg the previous week. Some of the ladies, she said, had risen at the

early hour of four o'clock in order to be dressed in time to catch the 7.06 train.

The Western Maryland kindly assigned to their use a special car. They took their own lunches along, and stopped during the tour of the battlefields to get coffee. They also had their "pictures took."

It was then decided that the next trip would be to Mount Vernon.

Mrs. Shipley, the president, then stated that the number for membership in the Auxiliary had been set at 500 for January 1. This seemed to be a rather high mark, but Mrs. Shipley is confident that if all of the members would work as Mrs. Galloway has in this direction, this would be a small standard. There were, at the time of this meeting, 230 members, and with 17 new names added to the list on this evening, the number was brought up to 247.

Mrs. Shipley next introduced "Aunt Mary," the newly elected honorary member, whom the president called the "baby Veteran"—then went so far as to ask the "baby" to stand alone and talk to all her proud mammas! Fortunately, the "baby," having just eaten a hearty meal and already seeing prospects of refreshments, did not cry, but proceeded to inform her mammas in her best language that she would do her best not to keep them awake at night, and that she would try to be as well-behaved as she knew how to be, and that one day she hoped to grow up to be an honest-to-goodness Veteran.

The motion was made that the election of officers take place on the first meeting night of December, instead of in January as heretofore. It was moved and seconded that during the latter part of November, the books be audited.

After the regular business session, a penny collection for flowers for the sick was taken up, then the tables were cleared and preparations made for the serving of refreshments. The Veterans came in and were served with ice cream, cake and cigars. After this, Mr. Sturmer, grand president, announced that there would be a session of the Grand Lodge on November 12, 13 and 14 in Baltimore.

Ladies' Auxiliary Entertains Martinsburg Veterans

ON OCTOBER 14, the Ladies' Auxiliary of the Baltimore and Ohio Veterans' Association of Martinsburg entertained the Veterans at a banquet held in their hall. All enjoyed the feast and spent a lively evening discussing Railroad problems.

The regular meeting of the Veterans was held in their hall on October 28 and was well attended. Many important matters came up for discussion. There is a growing interest in the Association and the Veterans are realizing the possibilities of a splendid organization. One of our members, Watch Inspector W. L. Jones, has just returned from a meeting of watch inspectors in Chicago. The delegates to the convention consisted of watch inspectors from all of the railroads of the Middle West centering in Chicago. It is gratifying to note that this convention should invite a man from an eastern section of the Baltimore and Ohio to read a paper on watch inspection.

Poet Page—A Veteran

THE following poem was written by William Page, the grandfather of E. E. Nicholson, acting lieutenant of Baltimore and Ohio police and in charge of the freight station at Washington, D. C.

Mr. Page is 93 years old and the poem is, without a doubt, a true expression of his sentiment.

A Little More

A little more gray in the lessening hair,
Each day as the years go by;
A little more stooping in the joint,
A little more dim in the eye.

A little more faltering in the step
As we tread Life's pathway o'er,
And a little nearer every day
To the ones who have gone before!

A little more halting of the gait,
And a dullness of the ear;
A growing weariness of the frame
With each sweet passing year.
A fading of hopes and ambitions, too,
A faltering in Life's guess;
A little nearer every day
To a sweet and peaceful rest!

A little more loneliness in life,
As the dear ones pass away.
A bigger claim on the Heavenly Land
With every passing day.
A little farther from toil and care,
A little less way to roam;
A drawing near to a peaceful voyage,
And a happy "Welcome Home!"

To Members of The Veteran Employes' Association of The Baltimore and Ohio Railroad

Dear Sirs and Brothers:

Greetings!

As the Christmas holidays are approaching, I desire to bring the following thought to your attention for consideration:

Much was said at the convention respecting the financial situation of some of our old Veteran employes and of the efforts that we have made to help these brothers during the few years that remain to them. Therefore, I would appeal to you to do all in your power to help them enjoy the festivities of this Christmas Day.

We ourselves celebrate the day in feasting and merry-making, and shall we not endeavor to make happy those who are less fortunate than we and who are not financially able to help themselves?

I, therefore, suggest that each president among the various Associations on our Railroad appoint a committee, which will arrange to provide baskets of groceries and other provisions for distribution to the worthy. Provision might also be made for the distribution of gifts to hospitals and to orphanages.

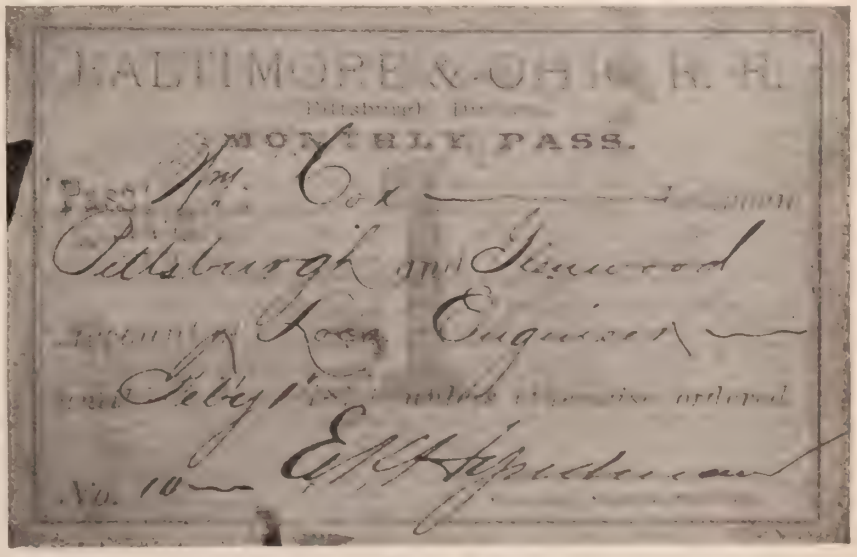
Brothers, we have enjoyed our convention and the fellowship of our Association, and I believe that we can and ought to remember our less fortunate ones at Christmas. Shall we do it?

Yours in sociability and friendliness,

(Signed) W. H. SHAW,
Grand Financial Secretary,
Room 1000, Baltimore and Ohio Building.

APPROVED:

(Signed) G. W. STURMER,
Grand President.



Reproduction of a Monthly Pass for our Pittsburgh Division in 1876. A treasured possession of William C. Cox, president of the Pittsburgh Association of Veterans

Women's Department

Edited by MARGARET TALBOTT STEVENS

No Room At The Inn

No room at the inn!
No rich broidered hangings, no tapestries fine,
Nor great halls for feasting, no goblets of wine,
No wreaths of the fir tree His crib to entwine,
No room at the inn!

No room at the inn!
But tidings of angels proclaimed where He lay,
And shepherds rejoiced at the breaking of day,
And Bethlehem's Star shed its glorious ray.
No room at the inn!

No room at the inn!
Nor came one to earth more humble than He,
The Christ who all nations from sin would set free,
And He opens the portals of Heaven . . . . .
. . . . . Ah, see!
There is room at the Inn!

Mary Jane's Christmas Eve

By Another Miss Coplan

"WELL, Mary Jane Perkins," says I sarcastic to myself on Saturday night when I look in my pay envelope and finds a little, small, white slip in it (maybe you have got one of them slips in your lifetime, so you know what I mean), "you're out of a job. What are you goin' to do, my pussywillow? Live on yours and Vanderlift's income? An' Christmas only a week off!"

Just then I gets a bright idear, which, as my intimable friends, Carrie, May, Belle, Lizzie an' Mollie can tell you, is my favorite pie; if idears was dollars, I'd own the country. So, I thinks to myself—what's the use of followin' the down-trodden paths, as the poet says, an' goin' to a million different places lookin' for a job? Why can't I be aboriginal for once? I'm tired of manicurin' anyways; I'll just get the newspaper an' turn to the "Help Wanted" column, then, with my eyes shut so's I won't be able to see the dirty work, I'll jab a pencil into the page. After this dastardly crime, I'll proceed to get the job which my pencil has stabbed in the back. Do you get my drift? You do. Well, then, how does that strike you for an idear? You tell 'em teeth, you got the chatter!

So, on Monday mornin' bright an' early, I gets the paper an' acts in the above-mentioned manner. It takes me about half an hour to get nerve enough to cast a glance at the ad what I had murdered. B'lieve me, I know now how the Heinies felt when they saw the Yanks comin'! Finally an' at length I looks at the ad. What I reads nearly gives me the heart failure. This was it:

> WANTED—An experienced assistant ticket agent. Must be pleasant and capable. Apply at X. & Y. R. R. Station and inquire for Mr. Hamilton, Roaring Creek.

Do you get the situation? Me, a city-bred manicurer, doomed to apply for a job as experienced ticket seller in a nereby hamlet. Experienced! Get that. The nearest experience I ever had in ticket selling was one time when I bought a theater ticket to see "Peggy" for two simoleons, an' then got such a rotten toothache that I had to sell it to Min O'Haley for six bits—the ticket, I mean, not the toothache.

I admit the idear ain't as good as some of the other children of my extensive brain, but say, I guess you know that sayin' about the exception provin' the rule. Well, I'm nothin' if not a sport, an' since I got myself into this tight place, I makes up my mind that I got to see the thing through, for I *got* to get something to do so's I can get Christmas presents for my friends Carrie, May, Belle, etc. So I dresses up fit to kill in my new fall suit, fetchin' hat, white gloves, patent leather pumps, etc., an' b'lieve me, when I peeks in at the buro mirror at myself, my lowly spirits sorter rise somewhat. Somebody once told me that if good looks was ice, I'd be a glacier. I ain't a bit vain, understand, but herneit am I blind.

I pilots myself over to the X. & Y. station at Roaring Creek an' inquires for Mister Hamilton. There I am ushered into a office what looks like what Mister Ben Franklin's office must have looked like when he first started on the road to fame an' fortune. While I am settin' there, pensive like, waitin' for a old gentleman with white whiskers to walk in, I hears suddenly a wonderful voice sayin', "Good morning, I am Mr. Hamilton. Did you wish to see me?"

Well, I was so surprised I almost keeled over. Instead of bein' the white whiskered old man, this guy is a youth of about 28 or so. Talk about good lookin', ye gods an' little fishes! If swell looks was wood, he'd be a lumber yard.

After askin' questions, one bein' how much experience I've had, an' me sayin' five years, not mentionin' what kind of experience, this "Hammy" (as I calls him to myself) engages me at $20 per.

The first few days I feels as much at home at the station as a mouse between a tom-cat's teeth, but it don't take me long to get the hang of things, an' in a couple of more days, me an' Hammy carries on the office pretty lively.

One evenin' I am informed real polite that I got to work overtime. Of course it's got to be on a night when I got a heavy date on hand to go to the weekly dance of the club with the best lookin' guy ('scusin' Hammy) in the joint; but, business comin' before pleasure, as my friend Bill Shakespeare says, I gets the heart-breakin' news to my gentleman friend. Hammy brings in some lunch, followin' which we goes to work with a vengeance, as some writers would say. Hammy is countin' out all the money what we have took in for tickets an' me watchin' him to check him up, when suddinly we hears a cold an' boomy voice yell, "Throw up your hands!"

Quick we turns around an' finds ourselves lookin' into the steely eye of a revolver held by the shorter one of two huskies what had just made their unwelcomely arrival. Am I scared! Sweet Patootie!!! My heart takes a sudden trip to Europe A. W. O. L. But my mind, brave night, refused to desert mam'selle in distress. All of a sudden I gets a idear—(another one). While I an' Hammy is tremendous busy holdin' up our hands, the tall one jumps on Hammy an' the two of 'em starts a fine rumpus. Meanwhile the short one, with a clammy gun in his grasp, comes over to the money table where I am. He looks me in the eye an' I flashes the brightest smile I knows how in his eye, makin' it look like a real smile what's all wool. Then I says to him, kinder low like, "Say, partner, tell your pal that while he's about it, he might as well finish up the job for my sake. As a swell boss the guy that's bein' murdered is about as mean a shark as ever lived in the ocean."

At this, the runt with the killin' instrument looks at me for a second, then says,

"Say, Cutie, be you on the level?"

"You're a fine gent to insult a girl when she tries to be friendly," says I, real haughty like.

"All right, Honey," he says, grinnin', "take the gun an' guard that gink over there while my pal an' me gathers up this mazuma. We'll make it worth your while. Afterwards you can make a corpse of the boss if you want to; me an' my partner's only in the robbin' business."

"You're on, brother," says I, takin' the gun. All this time Hammy is fightin, an' I'll give it to him, he's some fighter. But when he hears me talkin' to Shorty an' sees me take the gun, he gives up in despair. You ought to seen his face. He looks like he can't believe his own eyes an' ears an' don't know whether it's him or me that's goin' daffy. Course, all this happens in less time than it takes me to tell it here, but I don't want to leave out none of the details. By this time, both guys is at the money table, shovin' the stuff into a bag. Here's my chance. Quick I walks over to Hammy an' with quietness an' dispatches, as some writers says, I turns the gun over to him, he takin' it quick an, pointin' it at the robbers, sayin', "Hold up your hands!"

I know them words sounded like music to his own ears. Did you ever take notice of how some words sounds when other folks says 'em an' when you says 'em? Well, then, you know the sensation. Up goes two pairs of hands, an' while Hammy is playin' nurse to them two, I am turnin' in the alarum. In no time a squad answers my S. O. S., which, as everybody knows, means "Save Our Station," an' away they goes with them two geezers. So that's the end of that.

But, this mornin', which happens to be both Christmas Eve an' pay day, I gets my pay envelope again. There was somethin' in it what would have made me faint if I'd been the faintin' kind—another white slip of paper. "Gosh!" says I, "here's where I gets the razz again!"

With great reluctancy I pulls the slip out. This is what my starry eyes beholds:

Miss Mary Jane Perkins,
Assistant Ticket Agent,
Roaring Creek Station.

Dear Miss Perkins:

It has been called to my attention that you were instrumental in bringing about the arrest and conviction of two burglars at your station on the night of December 10. I hereby take this opportunity to express my appreciation of your courageous action, and, at the same time, to notify you that, beginning with today, your salary will be increased to $40 per week.

Yours very truly,
J. V. Griggen,
President.

Merry Christmas? Oh say! If you feel like this in heaven, I want to die!

Christmas in France

As told in a letter from a little French girl to her friend in America.

La Rochelle, France,
December 17, 1919.

My dear big American friend:

The anniversary of the birth of the Infant Jesus approaches and all of the people in all the world make ready for the coming of the Christmas season. You have asked me to tell you how we celebrate this holiday.

As in your country, our shops at this moment are in marvellous array; the little children are gazing with delight at the toys of all sorts which are displayed therein, and the playthings are arranged in such an artistic manner as to make the windows as attractive as possible. Tourists from all over the world seem to enjoy our displays.

At night, on the 24th of December, in all of the Catholic churches a mass is chanted, from 11 to 12 o'clock, and just at midnight the chimes ring out a wondrous pealing. From all of the little country hamlets nearby, there comes a long procession of somber silhouettes, figures of the country people carrying lanterns; the oldest grandmothers and grandfathers, who walk ordinarily with great difficulty, find again their strength of 40 years in order to walk to town and chant with the others of the birth of Christ.

One hears the joyous peal of the church bells and the mass is celebrated with great ceremony; the faithful ones are many, and

Dear Women Readers:

Among the Christmas cards which I received last year there was one bearing this inscription:

"May the Giver of gifts give unto you
All that which is good and that which is true,
The will to help and the courage to do;
A heart that can sing the whole day through,
Whether the skies be gray or blue.
May the Giver of gifts give these unto you."

If I should sit and think for a year, I am sure that I could not think of a happier thought or a more beautiful wish to send you at this glorious season of the year, and so, I am sending it to each of you with the hope that it may be a tiny drop in your cup of Christmas cheer.

As I told you in my November letter, I am overjoyed at the thought that we are beginning to get some splendid contributions from our Railroad women. Some of the contributors have asked that we do not publish their names along with their articles. We should much prefer to use their real names, but we are perfectly willing to let them use a *nom de plume* on condition that they send us their own names, simply as an evidence of good faith.

I know you will appreciate the expression when I tell you that among the girls in the offices I have one or two regular "standbys." There is nothing that I want done but that I always feel free to ask these girls to help me, and I am sure that those of you who know what it means to have a friend in need, can understand what a comfort it is to know that there is somebody who is ever ready to help. But, I cannot let a good joke go by, even if it is told at the expense of one of these good friends.

The other evening I attended an oyster supper, given by the church which one of my particular "standbys" attends. On my way out I happened to spy my friend and hailed her.

"I'm getting together the material for the Women's Department," I called to her. "Is there anything that you would like to add?"

"Oh, yes," she answered quickly, "I've a little poem, not original but quite to the point, which I believe would fit very nicely in some little corner of the Christmas number. I don't know what it's called, but the first line begins 'God give us men—' "

She got no further. A peal of hearty laughter burst from behind us and somebody murmured, "An old maid's prayer, eh?" Then we all laughed, for we realized how funny it must have sounded to one who had never read the beautiful little poem by J. G. Holland. But on the next morning I found it in my mail, and when I had read it I knew the depth of its meaning. Therefore, I am bringing it to you, in these columns, to add to your other beautiful Christmas thoughts.

With deep appreciation for your loyal support and with the assurance that these pages are ever ready to welcome contributions from our Baltimore and Ohio women, I am,

Yours sincerely,

Margaret Talbott Stevens

Associate Editor

they joyfully chant the canticles to celebrate this, the greatest festival of all the year. It is necessary to say that before going to church at midnight, certain persons assist in the preparation of a great banquet, which they are pleased to call the "reveillon," and on this occasion good cheer abounds.

The children go to bed at an early hour, for the good "Father Noel" (your "Santa Claus") will soon come down the chimney and fill their little shoes, for the little children of France place their shoes in the chimney place; then in their night gowns and bare feet they make their prayer before the altar and go to bed, curious for what the tomorrow may bring forth. A little boy, the brother of a friend of mine, has already written a letter to the good saint which is truly delightful. Think of it, a baby of six years, saying in a real grown-up manner, with a serious expression, that he has been a good boy, obedient to his mamma, and that he wishes to have "a railroad train that runs all by itself and which makes real smoke!"

In certain families there is a Christmas tree, on which are suspended many lights, and among these are hung the presents for the friends and toys for all of the children, bonbons and all kinds of goodies, for this is the happiest of all days. At the home of my friend Odette, there will be a Christmas tree, and we have already made many plans for the festival in connection with it. I know much of the details, but of these I will speak later, after Christmas shall have passed.

And now, dear friend, good night. Write me soon a long, long letter. The sea is very naughty tonight, the waves beat ragingly against the shore, but I hope that they will soon be calm in order that they may allow to glide in safety the great ship which will carry to you in America all of the affectionate thoughts of

Your little French friend,

MARCELLE.

"A Christmas Greeting for Those Who Dream"

By a Worker as well as a Dreamer

CHRISTMAS is the time when all of us want to do something for the "other fellow" almost more than at any other time, and so I am passing along something which is very, very good—not merely because it is so good, but because I believe it expresses very beautifully a dream that many of us have—and all the good things of life had their origin in someone's dream—

"God give us men! The time demands
Strong minds, great hearts, true faith, and willing hands.
Men whom the spoils of office cannot buy;
Men who possess opinions and a will;
Men who have honor; men who will not lie;
Men who can stand before a demagogue
And damn his treacherous flatteries without winking;
Tall men, sun-crowned, who live above the fog
In public duty and in private thinking."

—*J. G. Holland.*

Little Thoughts

"So many gods, so many creeds,
So many ways that wind and wind,
While the only thing that really counts
Is a little kindness to mankind."

—*Selected.*

The street car was crowded. There were those who were on their way home from work, tired and hungry; there were merry school children returning from a joyous hike to the country; there were business men discussing their daily problems, and there were care-free maidens who were eager to get home so that they might get dressed for the evening's party. In every eye one could see the eagerness for a smoking hot supper.

In a seat near the back sat a little colored boy. He was next to the window and his hungry little black eyes glistened as the car stopped at the corner of Pennsylvania Avenue and Biddle Street, where Italian Joe and his wife kept a peanut stand. Into his pocket he dived and brought forth a nickel, raised the window and motioned for Mrs. Joe to bring him a bag of peanuts. Before she got to the edge of the pavement with the package, the trolley had started. She could have made her sale even then, had not a big touring car at that moment shot directly across her path. She looked at the chauffeur anxiously, appealing to him to wait but a second. He laughed at her and sped on. But the conductor and as many as 20 passengers on the car had witnessed the scene. Hurriedly pulling the signal to stop the car, he beckoned to the Italian woman to hurry up with the parcel. She ran, and in a second more the car was on its way, the Italian woman was happy, the little darky munched his peanuts delightedly, and everybody smiled.

"The first day that I came to work for the Baltimore and Ohio," said Mr. Cromwell, ticket agent at Mt. Royal, "was a beautiful day in June. I always look forward to that day every year with as much glad anticipation as I look forward to my birthday and my wedding anniversary, for it has always been to me a beautiful June day."

A man went into the shop of a silversmith, who was busy heating an alloy to be used in the mending of some broken article. The shopkeeper talked to the customer but kept his eye on the molten metal. Higher and higher leaped the flame, but he kept his eye on it.

"Why do you do that?" asked the customer.

"Because," answered the silversmith, "when the metal reaches a certain degree of heat I can see my face in it; then I know that it is ready for use."

Is your work a reflection of your face, your character? Can the "man higher up" glance at your work and say, "This is good work; it must be Mary's"?

Roast Turkey and Christmas Goodies

Roast Turkey

For a turkey weighing not more than 10 pounds, take 1 loaf of bread, break into bits and pour over it ½ pint of boiling water. Cover tightly and allow to steam. While it is steaming, see that the turkey is thoroughly cleansed and wiped dry, both inside and out. Add to the steamed bread a large lump of butter, 1 teaspoonful salt, ½ teaspoonful pepper, and sage to suit taste. Stuff the turkey and sew up to prevent bursting. (The threads are to be removed before the turkey is served.) Place in large pan and add 1 pint boiling water, flour and butter on outside of turkey, and roast for 3 hours, basting frequently. The oven should be moderately heated.

Chestnut Salad

Shell and blanch a pint of sound chestnuts, cook in boiling water until tender, and chop fine. Add 1 pint finely chopped celery and ½ pint tart apples, chopped fine. Add mayonnaise dressing. Scoop out inside of apples to form cups and fill with salad. Serve on lettuce.

After Dinner Mints

Note: These candy recipes are contributed by the girls of the Multigraph Department, Mount Royal Station.

To 1 pound XXXX sugar add enough milk to form stiff paste. Add a lump of butter the size of a walnut, and 1 teaspoonful essence of peppermint. Roll into balls and flatten. These may be colored, if desired. For brown, add chocolate; for yellow, the yolk of an egg; for pink, raspberry. Other vegetable colorings may be purchased at the druggist's.

Peanut Brittle

Shell 1 quart fine large peanuts, separate into halves and spread evenly on the bottom of a large, well-greased pan. Place 1 pound white sugar into a saucepan and set over a hot fire, stirring rapidly until all of sugar has melted and is of a golden brown color. Pour over peanuts, spread evenly, and cut into squares immediately with a buttered knife.

Caramels

Grate ¼ pound chocolate. Add 2 cups sugar and ¾ cup of milk. Cook over slow fire for 20 minutes, or until it forms a soft ball in water. Remove from fire and add a lump of butter the size of a walnut. Beat well and add 1 tablespoonful vanilla. Pour on buttered tins and cut into squares while cooling.

Baked Apples

Select large, smooth, red apples. Scrub them with a brush, wipe dry, and remove the cores. Fill the cavity thus made with marshmallows, cut into small bits, and a teaspoon of sugar into each apple. Bake in a moderate oven. Serve with a sauce made of one cup water, half cup sugar, and two teaspoons vanilla, boiled together until sugar is dissolved.

Definitely Designed for Home Dressmakers are these Attractive Frocks

By Maude Hall

ALLURING indeed are the new frocks that come from the marts of fashion. They are chiefly of one-piece design, supple and slender, and so simple in their plan and development that the home dressmaker contemplates them with pleasure.

Among the prettiest of the late models, for instance, is a dark blue velveteen. While black and brown are most seen in velvet dresses, there are many delightful models in blue, which is combined with gray and biege in clever and original ways. As it is one of the most dignified and becoming of materials, no woman objects to velvet as a leader among fabrics. Velveteen, cheaper for the woman who has not a great deal of money to spend upon clothes, and remarkably wearable, enjoys as high favor as does velvet. The velveteen dress aforementioned is built upon straight lines. The waist has an open front finished with a long collar and inset vest. The vest extends below the belt of gray satin, which corresponds with the collar, and is embroidered in gray and dark blue silk. At the top it is cut in square effect. Long one-piece sleeves flare at the wrists.



Dress 9183 Dress 9196 Dress 9192 Coat 9160 Dress 9178

35 cents for each pattern

Another dainty frock features a series of winding frills as a skirt trimming, without violating the dictum for straight and slender effect. It is fashioned of satin, the blouse being inset with a vest resembling a shirt bosom to offset the fussiness of the skirt. There is a narrow belt of self-material to hold in the fulness at the waist. Finishing the neck is the fashionable high collar, a trimming distinctively becoming to certain feminine types. Embroidery may be added to the vest if desired, but the frock is quite effective without it.

A wide girdle placed below normal and a row of buttons on either side of an open front, give distinction to a tunic blouse of brown tricotine worn with a plain skirt. Although there is something Oriental in the suggestion of the low broad girdle, modern couturiers manage to manipulate it so cleverly that it is universally becoming. The fronts of the tunic fall in points over the skirt, the sides and back being shorter Collar and flare sleeves are of satin in the same tone as the tricotine, but there is a touch of gold in the buttons. As has been said before, brown is the most clannish of the season's smart colors and seldom requires the assistance of contrasting colors for the achievement of artistic decorative effect.

Sometimes the well-dressed woman asserts her independence of utterly straight lines and affects something slightly bouffant at the sides. And, in the language of the day, she "gets away with it beautifully" if she is slender. Just how successfully is illustrated in a frock of taupe French serge, with the skirt laid in plaits at the hips. The front is straight, as applies to both skirt and waist, though the latter is slashed in a deep V to accommodate a vest of plain georgette. There is a high collar of gray satin attached to revers of the same material. It is predicted that gray is to be the predominant color of the coming season. Certainly it seems to gain in smart favor daily. While taupe is featured with great prominence, the light shades are being talked about more enthusiastically. The dark tones are for matrons; the light for youth. There seems to be no middle ground. One, of course, always has recourse to other colors—and the list is adequate for any demand. Not only is gray fashionable in fabrics, but in furs. Squirrel, krimmer and Australian opossum are the leaders.

The return of the high collar and open neck offers an opportunity for the wearing of many gay pendants and colorful necklaces. Not infrequently these foibles correspond with the color of the dress. Sometimes they are handmade—of beads or embroidered bands. Harmony from head to foot is the password of the well-dressed woman. She excercises the same particular care in the selection of her shoes and hosiery as in her hats and gloves. Nothing is overlooked—even the handkerchief and the bag in which it reposes correspond with her costume. All of these things may be vain and frivolous, says milady, but they are necessary to poise.

And without poise, all is vain!

Caramel Fudge Cake

Beat together 1 ¼ cups cold caramel syrup with ½ cup butter. Add 2 well beaten eggs and 1 cup milk. Stir into this mixture 3 cups flour to which has been added 2 teaspoonsful baking powder and ¼ teaspoonful salt. Bake in moderate oven.

Date Pudding

Chop together 1 cup dates and 1 cup walnuts. Add 1 cup powdered sugar, 2 heaping tablespoonsful flour, 2 eggs well beaten, and 2 teaspoonsful baking powder. Butter baking pan and bake ½ hour. When cold, break into small pieces and serve with whipped cream, or sauce made as follows: ½ pint cream, 1 small cup powdered sugar, 2 teaspoonsful vanilla.

WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mount Royal Station."

Try our pattern service—five days from day you mail order to day you get pattern.

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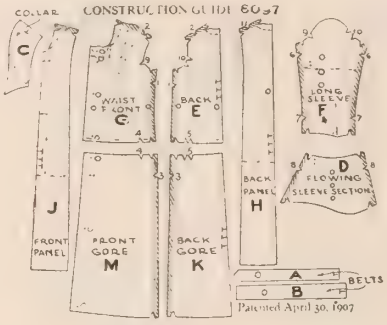
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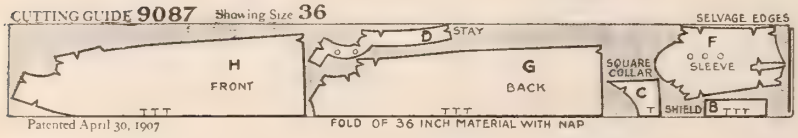
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A Fetching Frock to be Developed Inexpensively in Dark Blue Serge or Tricotine

A FROCK need not be expensive to be fetching, as this model competently illustrates. Even though it is trimmed with a border of embroidery, the trimming is so simple in design that it may be worked up quickly with darning or outline stitch, unless one wishes to substitute beads of braid. The lines are straight, the fulness being held at the waist with a narrow belt of self-material. The dress may be worn with a convertible collar and vestee, or with a square collar and shield. The long one-piece sleeves flare slightly at the wrists. Medium size requires 4⅜ yards 36-inch or 3¾ yards 44-inch material.







The front and back of the dress being seamless, these sections of the pattern are arranged on the material so that the triple "TTT" perforations rest along the lengthwise fold. To the right of the back are the collar and shield, both resting along the lengthwise fold also. The sleeve and stay have the large "O" perforations resting on a lengthwise thread. Indicate each notch and perforation carefully, to avoid mistakes in making the design.

Then take the front section at under-arm seam, placing "T" on small "o" perforation above and tack. Close under-arm and right shoulder seams as notched. Leave left under-arm and shoulder edges as notched. Finish for closing. Hem shield and adjust to position underneath the front of the dress, matching large "O" perforations. Next, face collar and sew to neck edge with center-backs even.

Now, take the sleeve and close dart seam as notched, terminating seam at the small "o" perforation. Leave edges free below the large "O" perforation. Gather between "T" perforations. Close remaining seam as notched. Sew sleeve in armhole as notched with small "o" perforation at shoulder seam and bring seam of sleeve to under-arm seam, easing in any fulness between the notches. Hold the sleeve toward you when basting it in the armhole.

Arrange sash around the waist and tie loosely at the side or in front.

Pictorial Review DRESS NO. 9087. Sizes 34 to 50 inches bust. Price 35 cents.

BOYS' SUIT (20 cents). Four sizes, 8 to 14 years. Size 8 requires 3 yards 36-inch material, ⅝ yard 36-inch lining. Suit consists of a jacket and knickerbocker trousers, closing in front. Jacket has dart-fitted back, notched collar, pockets, and two-piece sleeves.



Old-Fashioned Marriage Proposal

By E. T. Murray

IT WAS rainy; it had been raining for three hours. Yet the young man remained loafing around the garden gate regardless of his dripping clothes. At last a middle-aged woman came to the door and indignantly demanded to know what he wanted.

"I've come a-courtin' your daughter," replied the young man sheepishly, hoping he would be asked inside.

"Courtin' Lizzie, eh?" said the woman with keen sarcasm. "Then you'd better run away and lose yourself! My Lizzie ain't goin' to marry anyone who ain't got the pluck to knock at the door and ask for her. Why, when her father came after me and found the door locked, he climbed the back wall, strangled the bull dog, and knocked the old man down. Then he grabbed hold of my hand and shoved on the ring and told me the banns were to be called the next Sunday. That's the sort of a husband I want for my girl—not a shivering idiot who ain't got enough sense to come in out of the rain!"

BOYS' DOUBLE-BREASTED MACKINAW COAT (20 cents). Six sizes, 6 to 16 years. Size 12 requires 2 yards 54-inch material, 2⅝ yards 36-inch lining. Coat has two-piece coat sleeves and three patch pockets. The collar may be closed high at the neck with a strap, or rolled with the fronts.

DRESS NO. 9183. Sizes 34 to 46 inches bust. Price 35 cents.

DRESS NO. 9196. Sizes 34 to 44 inches bust. Price 35 cents.

DRESS NO. 9192. Sizes 34 to 44 inches bust. Price 35 cents.

DRESS NO. 9160. Sizes 34 to 46 inches bust. Price 35 cents.

DRESS NO. 9178. Sizes 34 to 46 inches bust. Price 35 cents.



The Baltimore and Ohio Railroad Company—Western Lines*

Locomotive Engine Crews:

Strive to "SAVE FUEL."

Avoid wasting steam at the pops. One minute unnecessary popping a day on every engine on the Baltimore and Ohio Western Lines, in one year, means a loss of $10,000 in "FUEL."

Valves out, valves blowing, cylinder packing blowing, and various other leaks, tend to waste "FUEL," and all such conditions should be reported and corrected.

Endeavor to work engine at the shortest practicable cut-off at all times, so as to obtain full benefit of the expansive force of the steam.

Fuel is the greatest expense railroads have to bear, excepting wages. $14,000,000 were spent for "FUEL" on the Baltimore and Ohio system in the year 1919.

Unless enginemen cooperate, we will be unable to "SAVE FUEL." Engineers and Firemen should work in harmony to obtain the best results.

Each engine crew should set an example in "SAVING FUEL."

Let each one become interested in "FUEL SAVING" and satisfactory results will follow.

*One of the bulletins now being issued by J. B. Carothers, Assistant to General Manager, Western Lines, in their fuel campaign.

New Opportunities for the Baltimore and Ohio in Philadelphia

By C. H. Pumphrey

District Freight Agent, Philadelphia, Pa.

PHILADELPHIA, where is supplied almost every requirement of the human race, is sometimes called the "World's Greatest Workshop." And this is entirely befitting its place in American history. When one recalls that here American freedom was conceived; here the Declaration of Independence and Constitution of the United States were written; here the first American flag was made and our first currency was minted, we realize that from the inception of the United States of America, Philadelphia has been preeminent in begetting the things vital to our political and commercial independence.

In population Philadelphia stands third among our cities, and official figures establish it as the second port in volume of tonnage in the United States, it being surpassed only by New York. Many advantages have given it this position of prominence, *e. g.*, a thirty-foot channel from sea to port; modern, fireproof, double-decked piers of concrete construction and newest type mechanical handling equipment; good dry-docking facilities; three great trunk lines for transporting goods from and to the seaboard, etc.

The Delaware River has been called the Clyde of America, because of the numerous shipyards for building and repairing, in operation along its banks. This is by no means an exaggerated comparison.

Philadelphia is preeminent not alone in shipbuilding, however, other important industries being: street car building, locomotive building, sugar refining, carpet weaving, confectionery, hats, woolens, textiles, electrical equipment and supplies, talking machines, motor trucks, chemicals, metals and machinery, leather and glazed kid, etc.

That these diverse industries have prospered is attested by the steady industrial growth of the city and the prosperity and contentment of the community. Philadelphia is noted as a city where a large proportion of the inhabitants reside in houses which they own, and as evidence of the thrift of its people, has outranked all our



OFFICE GROUP OF ASSISTANT GENERAL FREIGHT AGENT, WIDENER BUILDING, PHILADELPHIA

Left to right, lower row: J. W. Franklin; E. Jacoby; J. H. Carroll, Jr., assistant general freight agent; H. Pumphrey, district freight agent; N. A. Meehan and W. H. Cress

Upper row: R. E. Williams, W. A. Christ, L. R. Bates, S. M. Drew, Harry Cress, W. N. Brown, C. Donahue, R. E. Sigman, H. Atkinson and C. E. R. Edmond



Float Bridge, Pier 62

other cities in the relative importance of its savings institutions ever since the establishment of the savings bank in America, the first bank of this kind being opened in Philadelphia 104 years ago.

There has been no instrumentality of greater importance in the development of Philadelphia than the railroads serving it. Three trunk lines, the Baltimore and Ohio, Philadelphia and Reading, and Pennsylvania, afford its shippers and receivers a means of reaching the markets of the world, and the progress of the city commercially is a tribute to the efficiency with which they have functioned.

The Baltimore and Ohio was not the pioneer railroad reaching Philadelphia. When it obtained access to the city through extension of its Philadelphia branch and acquirement of the Schuylkill River East Side Railroad in 1886, it found the Pennsylvania and Philadelphia and Reading Railroads already strongly fortified, and the struggle which has ensued has been one fraught with many difficulties. The Baltimore and Ohio, nevertheless, has steadily risen in the esteem of the shipping public of Philadelphia until today it has a host of staunch friends and patrons.

The most important thing done in recent years to enhance the prestige of our Company in Philadelphia was the establishment here of an Assistant General Freight Agency in December, 1916, and the transfer, the following April, of the offices of the Freight Traffic Department to quarters in the Widener Building, newly furnished throughout. These offices have since been referred to as the show quarters of the System outside of Baltimore.

Prior to this step the feeling existed that the Baltimore and Ohio cared little for Philadelphia's trade and was satisfied to allow competing lines to haul the lion's share of the tonnage. This feeling is no longer manifest because of the fact that the new regime, by an energetic campaign and an ever-readiness to cater to the interests of the shipping public, is showing in no unmistakable manner that there is another "Richmond" in the field.

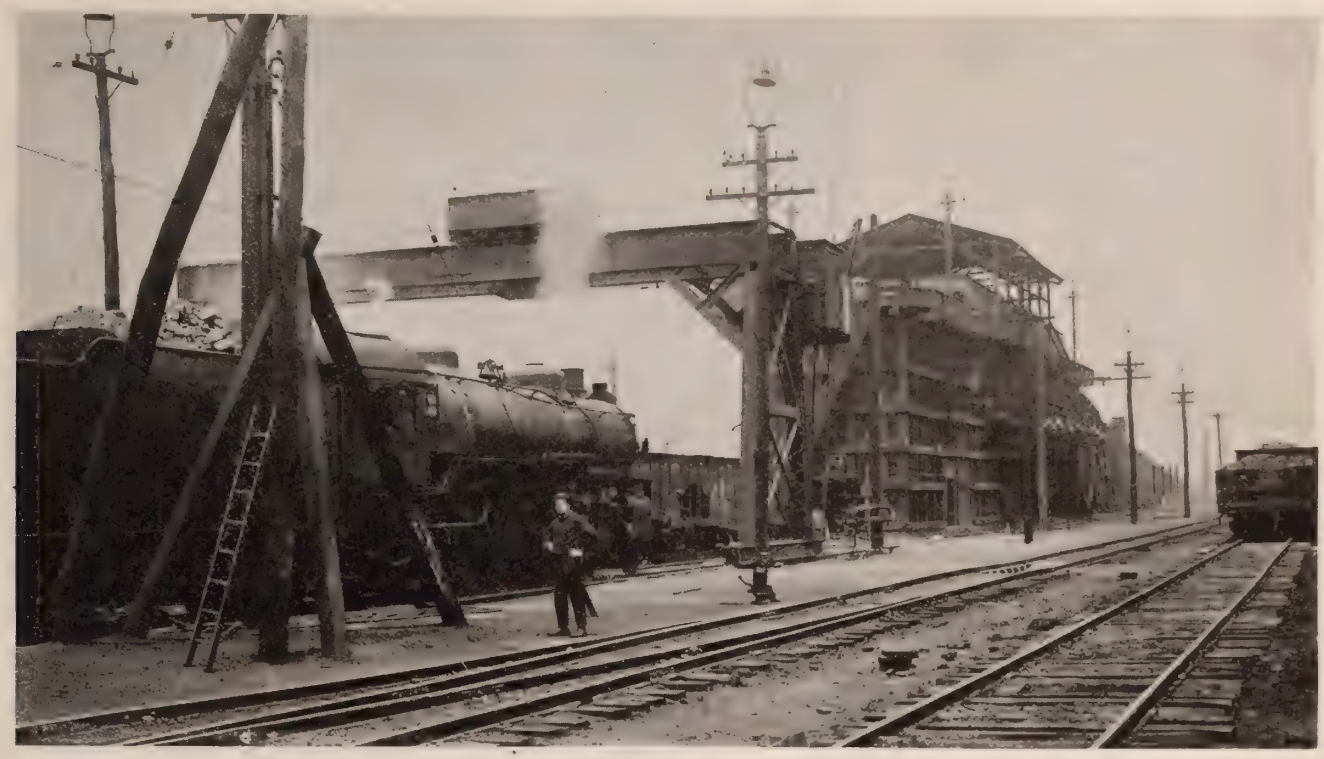
Along the Delaware River front, the Baltimore and Ohio maintains stations at Piers 11, 12 and 40 North and at Piers 22, 62 and 78 South, the four first named being served by float from Pier 62. Other sections of the city are served with stations at Twenty-fourth and Race Streets, Broad Street and Oregon Avenue and Fifty-eighth Street, these being reached by direct track connection, and our inland station at Lehigh Avenue and Howard Street.

We also have team track facilities of varying capacities at Pier 40 North, Pier 62 South, Broad Street and Oregon Avenue, Fifty-eighth Street, Twenty-fourth and Bainbridge Streets, Twenty-fifth and Callowhill Streets, Twenty-fourth and Race Streets and Locust Street, being equipped at the latter two points with platforms for the convenient loading and unloading of automobiles.

Pier 78 South is our foreign terminal. This facility was but recently acquired, our lease from the city of Philadelphia, covering the south side of the pier, having been consummated August 1, 1919. Municipal Pier 78 is one of a number constructed by the City of Philadelphia and is thoroughly up-to-date in every particular. It is a double-deck pier, 900 feet long and 250 feet wide,



Train Shed, 24th and Chestnut Streets, Philadelphia



Ash pit and coal shute, East Side Yard, Philadelphia

equipped with the latest devices for the rapid handling of freight, electric elevators, conveyors, chutes, etc. The Baltimore and Ohio had been without a foreign terminal since the destruction by fire of its old Pier 80 in 1912, and the acquisition of Pier 78 should enable our securing a much larger share of the foreign tonnage moving via the Port of Philadelphia. The MAGAZINE of November, 1919, contained an article with descriptive cuts covering Pier 78.

The Baltimore and Ohio is gradually reaching out and obtaining rights in other sections of the city. Through an agreement with the Philadelphia Belt Line and Philadelphia and Reading a few years ago, the Baltimore and Ohio acquired rights over the portion of the Belt Line south of Callowhill Street, which affords access to certain warehouses and piers along the Delaware Avenue waterfront.

A more recent agreement with the City of Philadelphia, providing for the abolition of railroad grade crossings in the section of the city lying south of Christian Street and between the Delaware and Schuylkill Rivers, commonly referred to as the "South Philadelphia Improvement Plan," will open up a large area for industrial development which will be served by the Baltimore and Ohio on an equal footing with competitors.

The following excerpt from a statement prepared by the Department of Public Works in the latter part of 1913 gives an idea of the scope of the development in contemplation by the Municipality in South Philadelphia:

> "This site has been looked upon by the Department of Wharves for a long time as the logical location for the concentration of port improvements in this city for some years to come, and the consummation of the long-drawn-out negotiations with the railroads removes the principal obstacle in the way of what it is believed can and will be made into the finest, completest, and most noteworthy single terminal development on this side of the Atlantic.
>
> "Bearing in mind the fact that the modern steamship terminal is not merely an aggregation of an indefinite number of piers, but must provide, in a logical scheme, for the effective coordination of the various units necessary to make it a complete working entity, the Dock Department has prepared preliminary plans for the construction of a dozen or more piers in this section, each 1,200 feet long by 300 feet wide, with docks between them of the same width as the piers, and with railroad yards located in the rear between the ends of the piers and Delaware Avenue. Storage warehouses for commodities of every kind received from the ships and held for local consumption or shipment into the interior, or *vice versa*, and a factory section somewhat along the lines of the great Bush Terminal in Brooklyn, are planned to be located on the westerly side of Delaware Avenue. It is regarded as a practical certainty that the construction of these proposed piers would be followed by the location convenient to them of many manufacturing establishments which use large quantities of imported raw materials, and with them would come the concurrent residential upbuilding of the section in the rear of the factories.
>
> "These preliminary plans contemplate piers and mechanical equipment of the most advanced type of construction, and the building of the first of them will mark a long step in advance of anything yet attempted in this line in Philadelphia or any other American port. It is recognized that this is not the work of a few months, or even two or three years, but the commencement of this great work is looked for in the near future and all necessary preparations are being made by the engineers of the Department with that end in view."

The improvement work was under way and progressing when, in a partially finished



Our Philadelphia landmark, the Baltimore and Ohio Passenger Station

condition, it was unavoidably suspended because of the War. It is expected that the work will be resumed soon.

The Baltimore and Ohio was growing steadily as a factor in the handling of freight business into and out of Philadelphia, when all competitive solicitation was discontinued coincident with the Government taking over the control of the railroads as a war measure.

Unifications under Federal control had the effect of discontinuing the use of some of our facilities, closing one station outright and limiting others to carload traffic, where formerly both carload and less carload business was handled in and outbound. The return of the roads to the Corporate owners again places us in full control of all facilities that can be mustered and thus prepares us to meet the friendly enemy on as near a parity as is possible.

Our traffic forces were also depleted, the solicitor seeking other scenes of activity in the country's service, the industrial field, etc., and these forces have been rebuilt with material of a calibre which is worthily upholding the prestige of our Company.

We look to the future with confidence that, through the earnest cooperation of all departments in Philadelphia, the business handled by the Baltimore and Ohio will exceed the greatest expectations.



Office force of the Assistant General Freight Agent, Widener Building, Philadelphia

Screw-thread Etymology

Trailing a Word to its Lair "What's a Hob and Why"

By George H. Bottom

OH YES! I can see you old-timers begin to grin and put on a superior look and think what a simple question that is and murmur, "Why a hob is a-a-er-er—why it's a hob, of course. I can't just explain it, but I know what it is."

Exactly, but you ask a person who has sat in a kitchen in England and he will tell you that the hob is a shelf on the side of the open fireplace on which articles to be kept warm are placed. Charles Dickens, in his inimitable description of home life, speaks of "the kettle singing on the hob."

Ask a wheelwright what a hob is and he will point to the center or nave of a wheel or hub, as it is more generally called.

You show an English mechanic a hob and he will say, "That's a master tap."

A manufacturer of gears will call a hob "a forming tool."

The last three observations can all be applied to a hob such as is used by tap and die manufacturers. This hob or master tap or forming tool *taps out* and *forms* the thread in the center of the die blank.

Then this thread in the finished die reproduces the original hob thread on screw stock or whatever material is threaded so that just as the hob or hub or center of a wheel is practically the most essential part and from which radiate the spokes and rim, so the hob is the center from which the die and threaded piece are originated and the success of these depends fundamentally on the perfection of the threaded hob, or master tap or forming tool.

Personally I think the term "Master Tap" even more expressive, as the word "Master" gives an idea of the superiority required of this tool over regular taps in the tapping operation or hobbing as it is called, just as the terms Master Gage, Master Jig, are applied to their respective lines.

To sum up, "A hob is a specially designed tap for forming the thread on dies which are to be used later in forming screws or screw threads of the same size and pitch as those on the hob."



Pneumatic chisel, metal fragments flying and goggles where they will do no good. Will he learn from some other fellow's bitter experience or must he pay the price of disobeying orders, too?

He Could be Trusted

A man got into a cab at the Richmond railway station and said:

"Drive me to a haberdasher's."

"Yaas, suh," said the driver, as he whipped up his horse and drove a block; then, leaning over to address his passenger, said:

"'Scuse me, boss, but whar d'yu say you wanter go?"

"To a haberdasher's."

"Yaas, suh; yaas, suh!"

After another block there was the same performance.

"'Scuse me, boss, but whar d'yu say you wanter go?"

"To a haberdasher's," was the somewhat impatient reply.

Then came the final appeal.

"Now, look a-here, boss, I be'n drivin' in dis town twenty years and I ain't never giv' nobody away yit. Now you jus' tell dis nigger whar 'tis you wanter go."—Minnesota *Foolscap*.



When Kitty Cat Saw Santa Claus

KITTY CAT sat on the back doorstep washing her face and hands. "Hello there, Kitty," called Tommy Cat, who lived next door, as he sprang to the top of the wooden fence that separated the two houses, "What are you cleaning up for?"

"Oh, don't you know?" asked Kitty, "Why, tomorrow is Christmas."

"Well, what of it?" asked Tommy.

"Santa Claus comes tonight!" cried Kitty, as she stopped washing her paws long enough to chase her tail 'round and 'round in a circle about six times.

"But Santa Claus does not come to see cats," argued Tommy.

"No? Well, you'll see, Mr. Tommy, you'll see. I know just what I shall do. After the children have gone to sleep, I shall just wait up and see Santa Claus for myself; then I shall ask him for a gift. I know that he will give me one, for Doris says that he is the kindest person alive."

"Oh, maybe so, but I don't believe it," answered Tommy, "I'm going to hunt for a nice fat mouse. Want to go along?"

"No, thanks," answered Kitty, "I haven't finished my bath, and I must be nice and clean when Santa Claus comes."

Just then some tiny snow flakes began to fall.

"Mew, mew, mew," said Kitty to herself, "Isn't this just fine? Now Santa Claus can come in his sleigh." And she finished her bath and went into the house and sat on the rug before the kitchen fire. Soon Doris came in.

"Oh, Kitty Cat," she said as she stroked Kitty's fur and patted her on the head, "don't you wish that Santa Claus would come to see you?"

But Kitty Cat only answered "Pur-r-r-r!"

When Doris and her brother Teddy went to bed that night the snow was already two inches deep all over the ground, and it was still falling. The houses, the fences, and even the trees were all beautiful and white.

"I do hope that Santa Claus brings me a nice sled," whispered Teddy as they went up the steps. And Kitty Cat, who had followed them to the foot of the staircase, wished so too. Then she went back to the rug in the kitchen.

It must have been late in the night that Kitty Cat was awakened from her nap by the sound of sleigh bells. She jumped up with a start. Before she knew it, Santa Claus was coming right down the chimney and into the room where Doris and Teddy had hung their stockings. Kitty Cat had just time enough to hide under the table. She watched Santa as he drew out of his pack just the prettiest little red sled that she had ever seen. He laid this on the floor just under Teddy's stocking. Then came the most wonderful doll, with eyes that would open and shut and lovely curly hair. This was for Doris. Kitty Cat held her breath. Then Santa filled both stockings to the very tops and started to go when Kitty Cat came right out from under the table.

"If you please, Mr. Santa Claus," she began, "I wish you a Merry Christmas."

"Bless my soul, what's this?" asked Santa Claus, nearly startled out of his wits, "Why—why—it's really a pussy cat, isn't it? Why—why—bless my soul, who are you? What's your name?"

"I'm just Kitty Cat, sir," she answered, making her best bow, "and I was wondering if you might have just a wee, little present in your pack for me—that is, if you ever carry anything for cats," she added, respectfully.

(*Continued on third page following*)

Dear Girls and Boys:

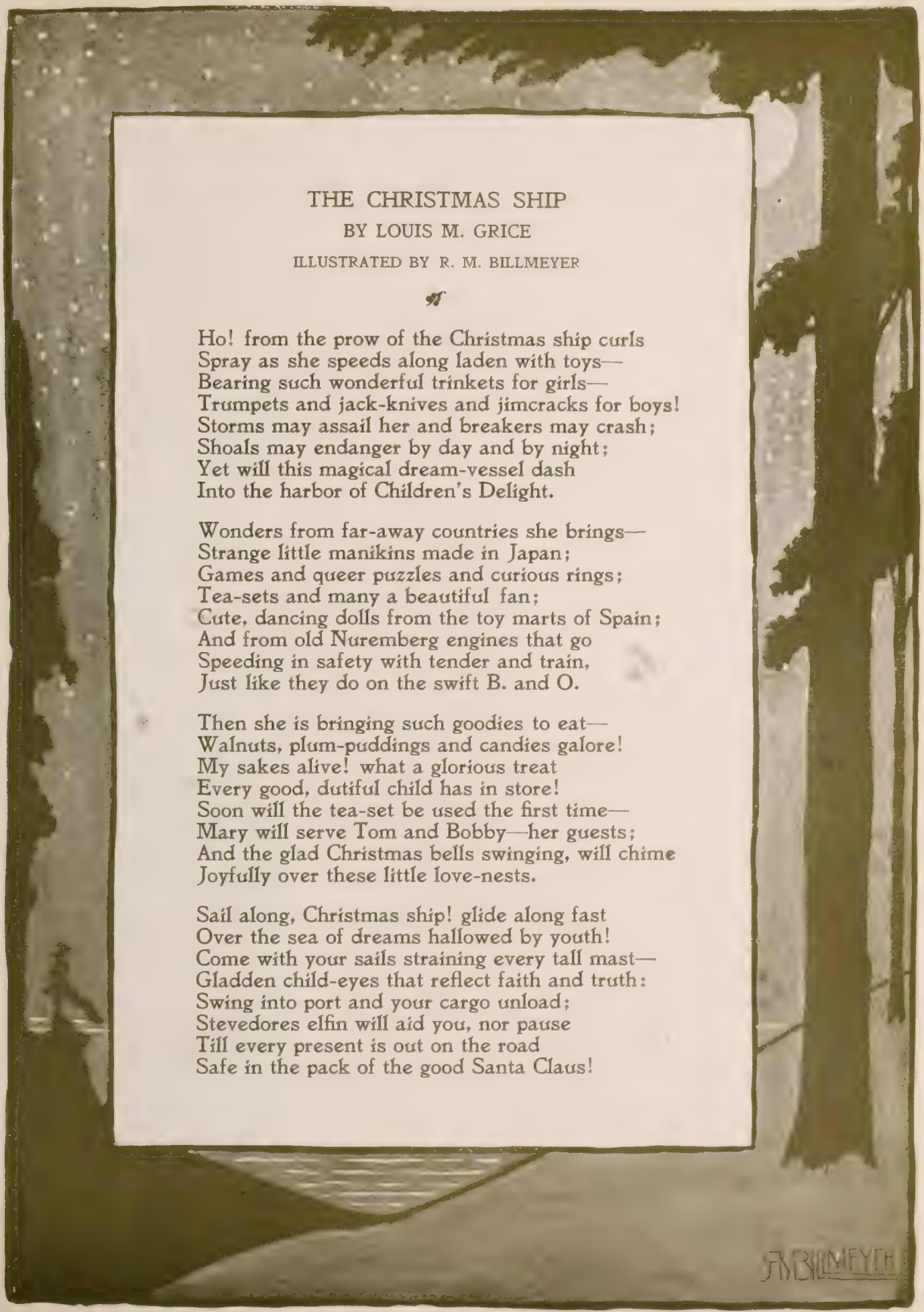
I have written today
A letter to Santa Claus, and 'tis now on its way
To the far, frozen North Land, where the good old saint dwells
With his toys for good children, his reindeer and bells.
I told him (I'm sure that you all will agree)
That you've been just as good as you know how to be.
Then I said that you wanted so many fine things,
But that you'll be happy with whatever he brings.
For Edward and Edith I've asked for a sled,
The kind you can ride without bumping your head;
For Johnny and Jenny a musical top
Which, unless you unwind, you cannot make stop;
For Elsie and Edna and Lucy and Kate
An alarm that won't ring but will let them sleep late;
For Frances and May a horse that will prance,
A doll that will sing and a bear that will dance;
And an airship that flies for Billy and Hugh,
And a pencil that knows how to work their sums, too.
For Charlie a bat that will knock a home run,
And books that are filled with all kinds of fun.
I asked him for hundreds of beautiful things,
For watches and bracelets, for ribbons and rings;
But the best thing I've asked for each good girl and boy
Is a peck of good cheer and a bushel of joy.
May this Christmas time find you all happy and gay,
With goodies to eat and kind words to say,
And that none may be selfish, or mean, or contrary,
Is the heartiest wish of

Your dear old

Aunt Mary



The Christmas Ship *Painted by R. M. Billmeyer*



THE CHRISTMAS SHIP

BY LOUIS M. GRICE

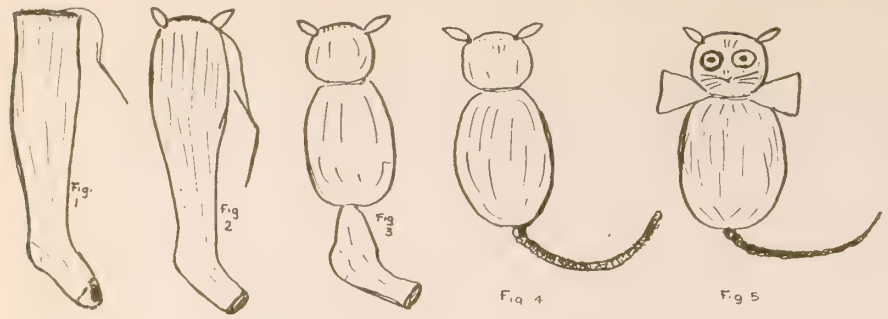
ILLUSTRATED BY R. M. BILLMEYER

Ho! from the prow of the Christmas ship curls
Spray as she speeds along laden with toys—
Bearing such wonderful trinkets for girls—
Trumpets and jack-knives and jimcracks for boys!
Storms may assail her and breakers may crash;
Shoals may endanger by day and by night;
Yet will this magical dream-vessel dash
Into the harbor of Children's Delight.

Wonders from far-away countries she brings—
Strange little manikins made in Japan;
Games and queer puzzles and curious rings;
Tea-sets and many a beautiful fan;
Cute, dancing dolls from the toy marts of Spain;
And from old Nuremberg engines that go
Speeding in safety with tender and train,
Just like they do on the swift B. and O.

Then she is bringing such goodies to eat—
Walnuts, plum-puddings and candies galore!
My sakes alive! what a glorious treat
Every good, dutiful child has in store!
Soon will the tea-set be used the first time—
Mary will serve Tom and Bobby—her guests;
And the glad Christmas bells swinging, will chime
Joyfully over these little love-nests.

Sail along, Christmas ship! glide along fast
Over the sea of dreams hallowed by youth!
Come with your sails straining every tall mast—
Gladden child-eyes that reflect faith and truth:
Swing into port and your cargo unload;
Stevedores elfin will aid you, nor pause
Till every present is out on the road
Safe in the pack of the good Santa Claus!



The Christmas stocking that grew to be a pussy cat

When Kitty Cat Saw Santa Claus

(Continued from third page preceding)

"Ha! Ha! Ha!" laughed Santa Claus, as he stooped down and patted Kitty Cat on her soft little furry ears, "Anything for cats, eh? Well, I should say so. Now, just what would you like to have?"

"Oh, anything, sir, that you think a cat might like; you see, I want to share it with Tommy Cat, who lives next door."

"Oh, you do, eh? Well, let's see what I can find."

He opened his pack and took out a pretty little dish, which he placed on the floor. Then he took out a big bottle of sweet cream and filled the dish.

"How's that?" he asked.

"Just splendid," answered Kitty, walking 'round and 'round the dish, purring softly as she went.

Then Santa opened a big tin box and took out two nice sausages and laid them beside the dish of cream. Kitty Cat's eyes grew almost as big as the dish. But the best gift was yet to come—a lovely bunch of catnip, all tied up with a red ribbon on which hung a little bell. Then Santa tied up his pack, wished Kitty Cat a Merry Christmas, and was gone up the chimney again before Kitty Cat could say a single word, for she was so happy.

Next morning Kitty Cat was up on the back fence long before Tommy was even out of bed. She called and called. At last he came, rubbing his sleepy eyes as he crept along.

"Where on earth did you get that pretty ribbon and bell?" he asked as soon as he spied them hanging about Kitty's neck.

"Come and see what else Santa brought me," said Kitty.

Tommy came over the fence with a bound. Soon they were on the back step and in the kitchen. Sure enough, right there under the table were the dish of cream and the two sausages.

"Well!" cried Tommy Cat, for he was too surprised to say anything else.

Then he stayed to breakfast, for Kitty invited him. And while they lapped the cream and ate the sausages, they saw Doris and Teddy go out with the doll and the sled. How happy everybody seemed to be! It was all because dear old Santa Claus had been so good and kind.

After breakfast, Kitty showed Tommy the catnip, and she even let him roll in it. Then she gave him a bit of it to take home. They both declared that this was the nicest Christmas that they had ever spent. Next Christmas, both Kitty and Tommy will hang up their stockings, for now they know that Santa Claus brings presents to good cats as well as to good little girls and boys.

Here's a Christmas Stocking that Grew to be a Pussy Cat

ONCE upon a time a little girl hung up her stocking beside the chimney place for Santa Claus to fill. Then she went to bed. By and by Santa Claus came down the chimney and went to fill the stocking. But what do you think he found? That the stocking had a big hole right in the end of the toe.

"What shall I do?" he said to himself. "Oh, I know, I'll give her another stocking and I'll take this one home to Mrs. Santa."

"Can you use this?" he asked Mrs. Santa when he got home the next day.

"Certainly, I can make a pussy cat of it," she answered, getting out her needles and thread. Then she made the nicest kind of a pussy cat for the little girl, and the next year Santa took it back with him and gave it to little Alice, for that was her name.

Now I am going to tell you how Mrs. Santa Claus made that cat so that you can make one for youself. Look at the pictures on this page and you can almost tell without my showing you.

First of all she took the stocking, which was a long black one, and cut just the very tip end, just enough so that she could get her hand in. Then she took a needle and black thread and sewed the top of the stocking together as in figure 1. Then she made little ears by winding the thread around the corners as in figure 2. Next, she stuffed the stocking very tight with cotton wool until it was puffed way out as far as the middle of it, tying another piece of cotton tightly a few inches down to form the head, and another at the bottom of the stuffed part to form the body (figure 3), and wrapping the cotton 'round and round and 'round on the part that is not stuffed so as to make the long tail, as you see in figure 4. Then she took two big white buttons and sewed them on for eyes, and with white cotton made a mouth, a nose, and a set of whiskers. Then she tied a pretty red ribbon around its neck and—there! Who would want a handsomer cat?

A Gift for the Whole Family—Safety

Children of the Railroad can help their mothers and daddies, their sisters and brothers, to no finer gift than that of health and strength, by saying to their loved ones as they go to work on track or in shop "be careful, always."

Do You Know this Little Girl?

SHE is Miss Mary Leona Loretta Allen, the 12-year-old daughter of Foreman and Mrs. Edward Allen, Timber Preserving Plant, Green Spring, W. Va. She is an accomplished little lady and her parents are very proud of her. Mary Leona Loretta can bake fine cakes, cook, keep house, and sew most anything for her little brothers; she is quite an elocutionist and a fairly good singer; she can play the organ and do stunts on her new violin.

She has always been attentive to her Sunday school and church and she wants to be a Christian worker when she grows up. There is no doubt but that she will accomplish her wish, for she seems to be successful in everything that she undertakes.

She is in the fifth grade at school. How many more of our little railroad girls can do as well as this one? If there are any, let Aunt Mary have your photographs along with the letters that you are going to write to her.



Wouldn't you like to hear Mary Leona Loretta Allen play the violin?

Blows— Cylinder, Valve, By-Pass

By J. L. Shriver,
Road Foreman of Engines, and

J. A. Tschuor,
Master Mechanic, New Castle, Pa.

BLOWS on a locomotive are most annoying, to say the least, and they are very expensive because of the serious waste of steam, which means a waste of fuel.

While limiting the supply of valve oil will eventually cause a blow, it is not, however, the only cause of the trouble. Valves that have not been properly fitted to their seats, badly fitted balance strips, a weak or broken spring under the balance strips, balance strips stuck down, a broken valve or a broken bridge—all these will cause a blow.

Blows due to valves not being properly fitted to their seats, a scored valve face or valve seat will have a continuous shrill, sharp sound. To locate—Place the engine on the quarter and the valve central on its seat, set brake, open the cylinder cocks, open throttle, and if the steam appears at the cylinder cocks, the trouble is on that side.

Balance strip blows due to the badly fitted balance strips, weak or broken springs under the balance strips, or the balance strips stuck down—the blow will be a continuous one, the sound being similar to that which is made by a blower when it is partly opened. To locate—Place the engine on the quarter on the right side, the valve central on its seat, set brake, open the throttle, and move the reverse lever from the forward to the back corner, then place the engine on the quarter on the left side. If the reverse lever moves considerably more easily in this position, the trouble is in the right valve, due to the right valve having the long travel while the right side is on the quarter, while the left valve has a short travel equivalent to twice the increased lead.

Another method of locating a balance strip blow is this: If engine has drain cocks in the exhaust port, open drain cocks, have someone give engine steam with the engine brake applied, and the side the steam appears at the drain cock will be the troublesome one.

Blows in the piston valve chamber are invariably caused by lack of lubrication, which is sometimes due to dirty lubricator, pockets in oil pipes, worn choke plugs, leaks in oil pipes, or improper oil pipe connections. Other causes for blows in the piston valve chambers are: poorly fitted or broken packing rings, a loose spool, badly worn or loose valve bushing, a valve steam guide out of line, or drifting saturated or superheater engine with a closed throttle.

Blows caused by badly worn or broken packing rings will be noticed as the crank pin is nearing the eighth. If the admission ring is blowing it will cause a very serious lameness.

For a standing test for a defective admission ring—Place engine on the quarter on the side to be tested, place the valve central on its seat, set brake and give engine steam, and if the steam appears at either cylinder cock, the trouble will be in the corresponding end of the valve.

An exhaust ring blow will cause engine to go lame, giving the engine three normal and one light dragging exhaust. By observing the crosshead and noting on which side of the engine the light exhaust takes place, the defective side may be detected.

Blows caused by drifting an engine with the closed throttle are due to little or no oil reaching the wall of the valve chamber, as the oil will settle in the pocket which is invariably found between the front and the back valve bushings. Air drawn to cylinders through the cylinder cocks is compressed in the cylinders, enters the valve chamber through by-pass valves, but does not have enough expansive force to disturb the oil that settles in the pocket of the valve chamber. And should the oil in the valve chamber pockets be disturbed by the compressed air from cylinders being forced into the valve chamber, it will not travel any further than the valve chamber walls, and if the engine is drifted any distance it will become very dry, causing increased friction both in the valve chamber and cylinder, resulting in the badly worn cylinder packing rings, and sometimes badly worn pistons on saturated engines, while on the superheated engines the liabilities are greater, owing to the temperature of the cylinder being above the flashing point of the oil. When the throttle is closed the cold air is drawn to the cylinders through the cylinder cocks, which causes the lubricant clinging to the walls to be destroyed.

Cylinder blows may also be caused by vertical or lateral motion of the crosshead, giving the piston an uneven sweep through the cylinder, and as pistons are from five to six inches in thickness it will cause an uneven wear of both the packing ring and piston, which in time will result in a blow in the cylinder. The continual priming or foaming of water in the boiler will cause the lubrication to be washed from the bearing surface, which will eventually promote friction to the extent that a blow will be the result in the valve or cylinders or both.

Blows in the cylinders may be located by watching the movement of the crosshead as it blows the hardest at the beginning of the stroke and decreases as the stroke is being completed. A blow of this kind produces a peculiar roaring sound.

To make a standing test for cylinder blows—Place the engine on the right top forward eighth, set the brake and open cylinder cocks, place the reverse lever in the full gear forward and give engine steam. If the steam appears at both cylinder cocks on either side, that will be the side on which you will find the trouble.

By-Pass Valve blows may be caused by a broken by-pass or a badly worn valve or valve seat. It is sometimes hard to distinguish by sound a by-pass valve blow from a valve blow. In testing for a by-pass blow, it is well to remember that the blow is prominent only when the exhaust is opened.

To locate a defective by-pass valve—Place engine on the quarter on the side it is to be tested, apply brakes, give engine steam and move the reverse lever to position which will close the front exhaust port. If blow ceases, the front by-pass should be reported defective. If the engine continues to blow, move the reverse lever to a position to close the back exhaust port, and if the blow ceases, the trouble will be found in the back by-pass valve.

The following are a few suggestions we wish to offer with a view to eliminate such irregularities mentioned above, which we feel are responsible at times for improper lubrication.

1. Dirty or Defective Lubricators

Would recommend that the lubricators be blown out and thoroughly tested before each trip. Care should be taken to see that all the steam and regulating valves are properly open and the feed nozzles are free from corrosion. Would further recommend that all pipes leading to or from the lubricator be thoroughly lagged. It will be found that by placing a small piece of soap in the lubricator occasionally it will assist greatly in keeping the walls, passages and the sight feed glasses clean, if, after oil is fed out, the soapy water is allowed to feed through the sight feed chambers.

2. Pockets in Oil Pipes

Pockets in oil pipes are generally due to the lubricator being improperly located, making it necessary to elevate the pipes at some point or points to avoid coming in contact with some part of the boiler or attachments. As most lubricators are located on the right side of cab, traps are usually found in the cab around the flexible caps or around air pump brackets in the pipe leading to the left cylinder, while traps are rarely found in the pipe leading to the

right cylinder except at the superheater damper bracket. Traps are sometimes found in the oil pipes when lubricators are properly located. This is due to the excessive length of piping used, making it necessary to bend the pipe to make the proper connections.

When oil pipes are suspected of containing traps under jacket, would recommend that the pipe be blown out thoroughly with steam, then disconnected at both the steam chests and the lubricator connections, and a certain amount of water poured into the pipe at the lubricator and drained into another vessel at the steam chest. If the amount received is not the same as the amount that was admitted, it will be apparent that the oil pipe contains traps or leaks. Would recommend that the lubricators be placed as high as consistent and centrally located lengthwise with the boiler.

3. Worn Choke Plugs

With them the lubricator generally feeds much faster when the throttle is closed than when the throttle is open. This is due to the unequal pressures.

To make a standing test for defective choke plugs—Place the reverse lever in the center, apply the brakes, open throttle and determine by a watch the rate of feed per minute. Then close the throttle and open the cylinder cocks and if the rate of feed increases, it can be safely charged to the worn choke plug opening, which should be turned. And if along the line of road choke plugs are found to be worn on both sides, would recommend that the enginemen use the displacement system, that is, by throttling the water valve on lubricator so just enough water is admitted to the reservoir to displace the oil that is needed to lubricate the engine.

4. Improper Oil Pipe Connections

They are often the cause of engines not lubricating properly. This is sometimes caused by the oil not mixing properly with the steam before portion of the oil is carried to the exhaust, due to blows in the valves. This is particularly true where oil is admitted to the steam chest direct.

To correct, would recommend that the oil delivery connections on the piston valve engine be made in the steam passage at least one (1) foot from the steam chest, and the extension used on the choke plug fitting so the oil will be carried to the center of the steam passage at an angle of at least 45 degrees in the direction of the flow of the steam to give ample time for the oil to mix thoroughly with the steam before coming into contact with the parts that are to be lubricated.

Although there may be many different kinds of blows and many causes for the same, many of the blows that have existed and caused decreased efficiency could have been prevented if the engine had been properly handled. Engineers should be instructed with a view of having them fully realize the importance of proper lubrication so as to avoid friction to the bearing surfaces, which in turn will assist in eliminating blows.

To insure proper lubrication it is necessary for the engineer to see that the lubricator is properly operating, not only when leaving terminal but during the trip. Lubricators should be checked often to insure a uniformity of the feed, which is very essential to perfect lubrication. By checking the lubricator often any condition or irregularity which might occur to it could be noticed and corrections made before the valve or the cylinder suffers.

Many of the blows have been due to the fact that the engineer has waited for the jumping of the reverse lever or the groaning of the cylinder to notify him that trouble was existing before taking any action to prevent it, and when this is the case it is generally found that the damage has been done before the remedy was applied. However, if the engineer does check lubricator carefully to see that the proper amount of oil reaches the valve and cylinders, it will be of very little benefit if he is inclined to be careless in his method of operating the injectors and allows the boilers to fill to the priming point. For when water is permitted to enter the valve chambers or cylinders, it means that the lubrication is washed away and the bearing against bearing condition will exist until sufficient oil is again given and has adhered to the bearing surfaces sufficiently to separate them.

With a view of having the proper amount of water maintained in the boiler, the engineer should personally operate the injector when possible and frequently check both the water glass and gauge cocks to know the correct level of the water at all times, which should never be more than a flutter of water at the top gauge cock.

The manipulation of the throttle and reverse levers are factors that should not and cannot be overlooked if the proper lubrication is expected. An engineer should have no set practice in handling the reverse lever or throttle. This is particularly true on pooled engines. The engineer should be in position to adopt such methods of handling the throttle and reverse lever to offset any peculiarities of the engine and not expect or wait for the engine to adapt itself to his mode of running.

The wide open throttle and short cut-off are feasible at times, but it should not be recommended for a standard practice. Better results can invariably be gained by the use of the partly open throttle and, if necessary, a little longer cut-off. This is especially true with the superheated engines.

In making stops it should be the practice of the engineer to drop his reverse lever about to half stroke, and steam should be kept in cylinders until engine has come to a stop.

The Advantages of Telephone Train Dispatching and Message Circuits

By B. F. Thompson
Telephone Engineer, Telegraph Department

BY THE use of telephone dispatching circuits a dispatcher can handle one-third longer section with greater ease than by Morse circuit; therefore, if the same section is equipped he is handling only a two-third load.

He is able to talk direct with engineer or conductor, while with the Morse he has to transmit to the operator, who telephones it to the end of siding, gets the conductor's or engineer's answer and retransmits it by Morse to the dispatcher.

With the telephone, the operator connects siding line direct on the dispatching circuit and the engineer or conductor talks from end of siding direct with the dispatcher.

Another advantage is that the dispatcher rings each office direct and gets an answer back showing that bell is ringing at way station; while with the Morse he has to call until the operator answers in Morse characters. With the telephone he is also able to talk with the first operator and at the same time ring the second operator in.

The telephone train dispatching circuit also saves overtime in the movement of trains, causing faster handling of traffic and increase in tonnage moved within a certain period, thus increasing the average car mileage.

We can work an additional Morse circuit over the telephone train dispatching circuit without interfering with the dispatching circuit. This Morse simplex wire can be used as a part of a Morse through circuit; for example, we can use a single Morse wire Baltimore to Washington Junction, simplex over telephone circuit Washington Junction to Cumberland, and a single Morse wire from Cumberland to Pittsburgh, thus saving the building of an additional wire for Morse service between Washington Junction and Cumberland, 100 miles, at a cost of $5,200.

The connection of a simplex circuit is simple. We use simplex coils at both terminals of the dispatching circuit, connecting resistances in series with both sides of the coil, the coil and resistances being in multiple with the line. The resistance inserted depends upon the amount of resistance of bridge at the point where coils are placed and the potential at that point. The amount of

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The Railroad Power Plant

By W. J. Barnes
Engineer of Power Plants—Western Lines

THE power plant is generally one of the inconspicuous portions of a railroad terminal point, yet it is a vital factor in every activity of the terminal. It bears the same relation to the life of the terminal that the human heart does to the rest of the body. So long as the power plant functions properly there should be no serious interruption to terminal operation, but when any difficulty is experienced in the power plant the effects are felt in every department.

What Power Plant Does

The function of the power plant is to supply the necessary energy in the proper form for terminal operation. The output of the plant consists of steam, compressed air, electrical energy and hot and cold water. The steam is used for heating purposes, blowing locomotives and power generation. Compressed air is used for operation of portable air motors which are used for drilling, reaming, etc.; for air hammers used in boiler work; for operation of hoists and presses; for blowing coaches and for elevating sand. The hot and cold water is used principally for washing and filling locomotive boilers.

Its Equipment

The equipment of the average power plant on our Western Lines consists of two to four boilers which are either hand or stoker fired, electrical generating units, steam driven air compressors and various pumps.

Coal the Largest Expense Item

During the year 1919 there was burned in the power plants on Western Lines about 135,000 tons of coal. This, if it could be hauled at one time, would make a train of 2,700 cars, the length of which would be nearly 18 miles. The cost of this coal represented about 60 per cent. of the total cost of operation of our 26 power plants. During this year the effects of the strenuous efforts made to conserve coal were evident and a resulting decrease amounting to about 12,000 tons was noted in the coal consumption as compared with that of the preceding year. This saving was due to the wholehearted cooperation of power plant men and every one who used any of the products of the plant.

Easily Prevented Waste

The peculiar and distressing feature about power waste is that it occurs in plain view of the person responsible, but because of the more or less abstract character of the losses, they frequently pass unnoticed.

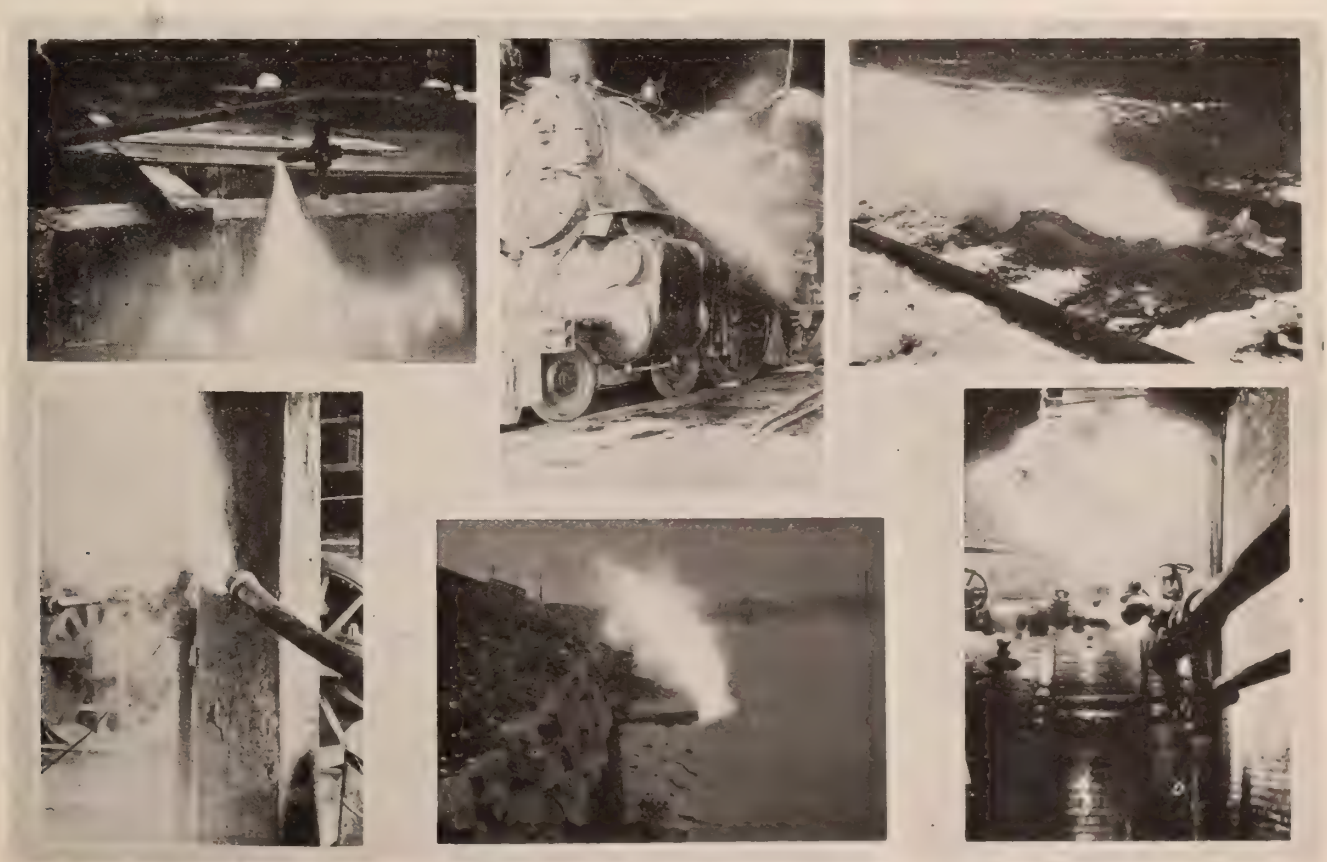
An electric light which burns unnecessarily represents the waste of a fraction of a ton of coal.

The drip of a water valve on the wash and fill line in the roundhouse is a waste which may be measured in terms of the coal pile.

A leak in the ball joint in the connection from the steam blower line to the smoke box of a locomotive may waste more steam than is actually required to properly draft the engine.

The drain of a heating radiator is a common source of waste. It has been more or less usual practice in the past to run the drain from the radiator to the atmosphere controlling the discharge by a globe valve. These valves have a peculiar habit of apparently opening themselves and blowing live steam away. The average person thinks it necessary to have steam discharging from the drain in order that the radiators may be kept hot. As a matter of fact, it is only necessary to drain away the condensed steam in order to obtain the maximum heating effect. At the present time an effort is being made to attach small automatic traps to all radiator outlets in order that wilful waste may be prevented.

Uncovered steam lines waste coal at an astonishing rate. This waste is caused by loss of heat due to radiation, resulting in condensation of steam in the pipe. It has been determined by test that about nine feet of one inch steam line which has no insulating covering, will waste one ton of coal per year. Proper protective covering will reduce this loss to about one-tenth of



Common steam leaks which waste much coal



Uncovered steam lines waste coal



This steam should have been used in heating coaches instead of causing a violation of "Safety First"



Stacks should not smoke as this one did



Steam leak resulting from a bare steam line buried in the ground—a great coal waster

one ton in the same length of time. The amount of uncovered steam surface, which was to be found about railroad shops in the past, was so large as to be almost unbelievable. Rapid strides have been made in recent years to reduce to a minimum, waste from this source, and it is expected that wastes of this nature will be eliminated entirely in the near future.

High Coal Prices Demand Economy

In view of the present high price of coal and the difficulty which is experienced in obtaining a sufficient amount to meet existing requirements, every attention should be given to conservation of power plant output. Economies will be effected in the future, as in the past, only by the team work of everyone who has anything to do with the power plant.

Organization and Supervision

The Electrical Engineer has general supervision of Power Plant Standards of Operation and Maintenance, while the Division Master Mechanic or Superintendent of Shops is directly responsible for proper application of these standards.

The engineering force of the Electrical Engineer prepares all plans and specifications for new power plant construction, and oversees the actual construction work. Minor maintenance work and general supervision of operation are handled on each district by a Power Plant Supervisor, who checks up operating conditions in power plants and assists the Master Mechanic in maintaining the power plants in the best possible condition, as regards operation and maintenance. This organization proved quite effective last year.

As a result of greater attention given to power plant matters, a reduction of about $47,000 was made in the total cost of operation and maintenance of power plants on Western Lines as compared with costs during the preceding year 1918.

The Advantages of Telephone Train Dispatching and Message Circuits

(*Continued from page 38*)

current flowing through coil is generally 44 milli-amperes at distant end and 36 milli-amperes at dispatcher's end. The telegraph wire is connected at neutral point of coil and the current is divided equally over both telephone wires to the distant end.

The dispatcher has an automatic key cabinet containing a key for each station on the line. This key cabinet controls a local relay which operates through a local battery, the main line points of which connect the main line battery through retardation coils which smooth out the kick of battery, thence to line. The code of impulses sent out by the automatic key passes through the coils of each selector, which are bridged across the line. The only one which closes its local contacts is the one of the same combination transmitted, each key being of a different combination.

All the relay points are bridged by condensers and resistances to prevent burning of the points. The telephones are in multiple with the line through condensers which do not permit the direct current of main battery to pass through telephone when a call is made. Each selector has inserted in series with it a resistance to permit ten milli-amperes of current to pass through selector coils. The time is not far off when we will be able to get an additional telephone circuit over the dispatching circuit which can be used as a trunk between two private branch exchanges, by the use of wired wireless telephones.

We have telephone train dispatching circuits extending between Washington Junction, Md., and St. Louis, Mo., a distance of 845 miles, with branches leading therefrom as follows:

Clarksburg to Hartzel and from Clarksbur to Fairmont, operated from Grafton, 65.8 miles; Hamden to Portsmouth, operated from Chillicothe, 85.6 miles; Midland City to Columbus, operated from Chillicothe, 124 miles; Cincinnati Terminal, Cincinnati to Toledo, 202.9 miles; North Vernon to Louisville, operated from Seymour, 72.7 miles; Flora to Beardstown and Flora to Shawneetown, 228.5 miles. In addition we have the same class of circuits: Tottenville to Clifton, 12.6 miles; South Beach to Cranford, 16.2 miles; Baltimore Terminal, 17.6 miles; Connellsville to Johnstown, 78.5 miles; Connellsville to Fairmont, 69 miles; Pittsburgh to Wheeling, 68 miles; Wheeling to Grafton, 99.8 miles; Wheeling to Holloway, 40 miles; Newark to Wheeling, 108 miles; Dayton to Wellston, 115.6 miles; Jenkins to Shelby, 31 miles; total, 2263.2 miles.

All of these telephone train dispatching circuits are parallelled with telephone message circuits which are used normally as side wires and to make the telephone train circuits good when they fail, with the following exceptions: West End Cumberland Division, Ohio Division, Toledo Division and Illinois Division. On these divisions when the telephone train circuit fails, we use Morse telegraph circuits in lieu thereof until telephone circuits are restored.

You Can't Make Time Or Money Standing Still—Neither Can Cars

Aunt Mary Finds Out Why Charleston Division Wins First Place in No-Accident Campaign

THERE has been campaigns fer something or other ever since the War; there's been campaigns for hospitals, fer Scout Boys, fer Scout Girls, fer the Red Cross, fer women suffrage, an' fer orphans, an' playgrounds, an' fer almost everything that you can think of, but I reckin that there aint been a campaign what comes within 2000 miles of this here No-Accident Campaign what our Railroad has been puttin' over fer the last month or so.

Of course I knowed that everybody was willin' an' anxious to help reduce accidents everywhere, 'cause, 'tween you an' me, accidents aint healthy on railroads or nowhere else. An' so I reckined that we wuz all doin' our share in helpin' make the Railroad a safe place to travel on an' to work on, but as fer what folks really could do if they'd a mind to try, I never knowed until I went down on that Charleston Division an' seen what them folks down there was doin'. But, as Ezra sez, I'm always runnin' five miles ahead o' my story, so I'll come back an' begin at the beginnin'.

'Long about the first part of November, I got a letter from Mister Jones, that live-wire MAGAZINE correspondent down there at Weston, W. Va., what asked me if I didn't want to see what they wuz doin' down there on that Charleston Division in regard to the No-Accident Campaign. Along with it come a invitation to a No-Accident Rally what they was goin' to hold an' at which they said the Governor of West Virginia would be present.

Well, I thought as how I'd talk the matter over with Ezra. I waited 'till that evenin' when Ezra had finished supper. You know menfolks is allers in better humor after they've et. So I sez:

"Ezra, I got a invite to go down on the Charleston Division."

"Glad of it," sez he.

"Glad of it!" I ejaculates (that's the word, aint it?). "Is that the way you feel about it? Want to try yore hand at cookin' beans again, do you? Well, I'll give you a chance this time, fer I'm a-goin'."

"Go ahead," sez he, "if you reckon you kin do any good, 'though I can't see it. What you womenfolks wants to go trapesin' all over the country fer, is beyond me."

"Oh, well, that aint the only thing what's beyond you," sez I, "that No-Accident Campaign has done left you miles behind. Howsomever, if you reckin' you kin look out fer yourself while I'm gone, I reckin I'll go."

"Looked out fer myself before I got you, didn't I?" sez he, "an' speakin' of accidents, you'd better be keerful on them cars."

"Hump!" sez I, "I reckin as how I knows all about them cars, aint I been all the way to Grafton once?"

"You have," sez he, "an' you remember when you fell outen that upper berth, too, don't you?"

"Oh, shet up!" I sez, "the Pullman conductor an' the porter was the only ones who knowed that, an' you don't have to go an' tell everybody about it. Howsomever, I'm goin' to have a lower this time, an' when I'm ridin' on the Baltimore and Ohio, I aint skeered o' nothin'."

So, sure enough, I got myself together an' left on Friday night fer Weston. There didn't nothin' happen on the way of partick'lar interest until the next mornin'. I waz settin' on the side of my berth busy tryin' to get my No. 9 foot into a No. 6 shoe, when somebody come a-runnin' by an' bumped me over in a heap. Before I could pick myself up they wuz gone, an' just as I wus peepin' out from the curtains, I saw another lady what had been bumped over at the same time. Of course we got to talkin' an' she told me lots of interestin' things. She wuz from Arcadia, what she called the Land of Evangeline, an' it seems as if, due to some mistake on behalf of the ticket agent in Nova Scotia, her trunk had got lost. I told her I'd see if I couldn't help her to find it.

As soon as we got to Clarksburg we went to the ticket office an' met Mister Towles, the ticket agent there, an' explained all about the lost trunk. He promised to look it up right away fer her an' to tellygraph to Noo York an' get it. I knowed he'd do it, fer he is one of the finest men what I have ever met. His men told me that they think Mister Towles is the best ticket agent on the Baltimore and Ohio. I know that he's one of the kindest. He took me around an' interdooced me to the folks in the freight house an' I talked to the girls there an' got some pictures of 'em. When it wuz time fer the train to start to Weston,Mister Towles even went down to the train with me an' handed me a Baltimore paper to read on the way so's I wouldn't feel homesick. He wuz the busiest man what I seen around there, but they say that he's never too busy to do a good turn fer somebody, an' I know good an' well that that lady didn't have to wait long fer her trunk after he got to work on it.

On the train I talked to Conductor S. F. Caudy, Richwood Run, trains 64-65. He told me that Weston was plannin' a good time fer that night, an' made me all the more anxious to get there. Well, about half past one the train pulled up at Weston, an' the first thing I noticed when I got off was a big sign on the engine what sez "NO-ACCIDENT CAMPAIGN."

"Good night!" sez I "they even tell it to the engines."

With that, here come a lot of the folks from Weston, headed by Mister Jones, who interdooced me to 'em all. There wuz three girls among 'em, an' I found out afterwards that this jolly crowd made up the reception committee of the Divisional Safety Committee. An' I wondered how many other divisional Safety committees had appointed young ladies on 'em; if they didn't they missed a whole lot, fer if there's a more enthusiastic bouquet of forget-me-nots on the Railroad than Madge Heinzman, "Peggy" McCormick, and Viola Hickman, I'd like to see 'em.

They took me by surprise so that I wouldn't a been more took off my feet if a brass band had met me. They took me up to the hotel, where we had the finest kind of a lunch along with the rest of the whole Committee, an' I'll tell you, we had a splendid time. Then we went to the office of Superintendent Trapnell for a meetin'. The Superintendent is a big, hearty, whole-souled man, who knows how to make a person feel right at home, and it is no wonder at all that his men consider him their big brother. He interdooced me to the Committee, an' about first thing he sez wuz:

"You know we're going to win first prize in the No-Accident Campaign, don't you?"

"I'm afraid so," sez I.

"Afraid so!" he thundered so that I shook in my shoes, "afraid so? You'd better not say that around here."

"I meant that I am afraid for the other divisions," I sez.

"Well, folks," he began, "as far as we can learn, the Charleston Division is still ahead." An' with that he called on first one an' then another to tell what each had done toward correctin' unsafe practices that had been reported to him. AN' THERE WASN'T A ONE OF THEM WHAT HAD LOAFED ON THE JOB! Every man of 'em had something to say, an' one of 'em read a paper on why each employe should take an interest in the No-Accident Campaign. I aint tellin' his name, 'cause I made 'em promise to send it in fer the essay contest.

"How many of your men are you goin' to have at the rally tonight?" sez Mister Trapnell to one of the members.

"'Bout two-thirds of 'em," sez he.

"Make 'em come out 100 per cent.," thunders Mister Trapnell, "we're countin' on you. By the way, Marsh, how about that man what you thought sprained his ankle?"

"He's all right," says the road foreman.

"All right! Didn't he have to stay at home?"

"No sir, I told him I'd shoot him if he did."

An' that's the way they went on. Do you reckin why, with such enthusiasm in the Campaign like this, that they wouldn't deserve to get the prize? An' they believed sincerely that they could put it over if they tried hard enough.

"We're only anxious to get three prizes in that essay contest," Mister Pickens told me, "the first, the second, and the third."

"How on earth did you get up such a spirit among your people?" I asked Superintendent Trapnell.

"We've had the whole town busy in the game," he answered." There are 13 churches in Weston. At the beginning of the Campaign we asked the ministers of these churches to help us. They each preached a sermon on Safety; the principal of the high school mentions it in the chapel exercises every morning; the Rotary Club interested itself in the campaign and has helped us; the moving picture parlors show a Safety picture, free of charge, along with the regular program; the staff officers have discussed it every day and each railroad man has been asked to talk about it to every man whom he meets."

That afternoon, Mr. Marsh took us all over the town to see the sights, the Masonic Temple, the high school, the 13 churches, Superintendent Trapnell's home, an' the Chicken House. Now everybody, includin' Ezra, will want to know about the Chicken House. It aint what *you* think; it's a hotel where they serve chicken once every day. Sometimes, so Mr. Marsh told me, it's mighty hard for the proprietor to get chickens for dinner, and one day they had to go without them. But it had so happened that a former owner of the house had left a provision in his will that a day must not pass without chicken for the guests, and so, on this fateful day, the old man's picture fell from the wall with such a crash that it frightened everybody there, an' since then, they aint *dared* to go a day without chicken.

At 8 o'clock the folks all come together in the auditorium of the high school to hear Governor Cornwell speak and to listen to the fine musical program that they had arranged for. One side of the hall was set aside fer Baltimore and Ohio folks an' the other side fer visitors. You'd be surprised it you knowed how many outsiders there wuz who wuz interested in Safety, but I reckin they couldn't help it, havin' had it preached to 'em an' taught to their children, an' havin' seen it at the movies fer a month. An' so, I wuz rather took back to see sech a crowd.

First of all, everybody stood up an' sung the Star-Spangled Banner, this bein' a very appropriate piece, fer I know that Mister F. S. Key, what wrote it, wished many a time that England had practised Safety First afore she started fightin' with us. After this, Miss Straw gave us a fine piano solo. My, but her fingers could fly over them keys. Then pretty little Miss Jeffries gave a vocal solo, at which everybody applauded, an' after this, Superintendent Trapnell interdooced the Governor of West Virginia, John J. Cornwell. (We knowed he wuz comin' fer shore, 'cause when we passed Mrs. Trapnell's house in the afternoon we'd saw she had all her pretty chiny-ware set out on the table.)

The Governor told us that he had once been a railroad man, trackman, who worked for the magnificent sum of 90 cents per day. He sez they call 'em by the fancy name of "sectionmen" now, but that when he worked there he was called a track hand. He left the railroad to go an' work in the bark industry, where he got a whole dollar a day, an' where he earned enough money to buy his first suit of "store-bought" clothes. Before that time, his Ma had made 'em fer him. Then he went on to say as how he wasn't surprised to find that Mister Trapnell wuz practisin' Safety First, 'cause he allers did do it, citin' as a instance, one time when he an' Mister Trapnell wuz ridin' down the track on one o' them little hand cars, something happened an' all he knowed wuz that he didn't know nothin' 'till some time next day, while Mister Trapnell had practised Safety First by jumpin' over his head an' hadn't even got a scratch.

An' now, because Governor Cornwell could use so much more politener words an' say things a whole lot better, I'm goin' to tell you part of what he sez an' how he sez it. This is how it went:

"Mr. Trapnell has told you that I am interested in this campaign, and indeed I am interested not only in what railroad men are doing along this same line with the government, but also what all of the industries of the State of West Virginia are doing.

"The number of men killed and injured in this state is greater than anyone would think. I have tried to help the Legislature improve this condition. The mining departments are under my control, but our power to help reduce their accidents comes not from our political affiliations, but from our cooperative abilities and interest.

"There are 100,000 men and boys working in our mines today, and there has been an average of 47 fatalities per month; sometimes we have had as high as 350 per month. But we can get results—permanent results in the reduction of accidents—if we go after them in the right way. New coal mines and new wells are being opened up all the time and the larger mines and wells, which are properly equipped and properly run, have better working conditions and give us fewer accidents; the little fellows are what cause us the most trouble.

"In the past two years, however, we have succeeded in reducing the number of fatalities about 32½ per cent., or, we now have an average of 32 per month instead of 47. This has been accomplished through the appointment of efficient men as instructors in the mining business, men thoroughly capable of mine inspection. I believe that we now have one of the most efficient mining departments in this country. We have been trying to educate the men in Safety First and First Aid work. There are competitive teams and prizes are awarded the winners. Recently we sent our team to a national meet in the West, and our West Virginia teams there won first prize.

"In the near future we are going to put on a Safety campaign in the mining district, and we shall ask all other industries to go into it with us. We hope to succeed with it as you men have done on the Charleston Division, and to concentrate our minds on it as you have done, for Safety means that we must take no step that will permit us to forget."

The Governor was just gettin' ready to say something else when something happened to the lighting plant up there in Fairmont an' every light in the place went out an' we wuz in total darkness, so to speak. After a while they managed to get a couple of gas lights lit, an' the Governor continued his speech, tellin' us all about a man who had gone to jail an' spent the better part of his life there, all because he hadn't been willin' to obey neither his parents nor the law. We must be willin' to play the game fair an square, he sez, an' we must learn to accept suggestions from those who know; the good railroader obeys orders.

It wuz a fine speech, an' I heard one man say that he forgot all about the lights bein' out so long as the Governor wuz talkin'.

There wuz goin' to be a lot of good singin' an' playin' that evenin' but due to the lightin' an' heatin' conditions, Mister Trapnell wuz obliged to dismiss the folks fer the evenin'.

As fer me, my brain wuz so full of Safety that I knowed just how them Charleston Divisioners has been feelin' fer the last month or two. They told me 'twas as good as a big glass o' apple brandy, an' I reckon it wuz. An' I wuz so overjoyed with Weston an' the folks there that I spent all of the next day, bein' Sunday, with 'em. An' when I left there, one of the railroad men sez: "You aint goin' to ferget us, be you?" An' I sez, "Never," an' I meant it.

The Two Enterprising Frogs

Just as a gamble, two frogs in search of richer feeding ground jumped into a bucket of cream they found standing in a brook.

"May as well give up," exclaimed one, after floundering about, vainly trying to get out. "We're goners!"

"Keep on paddling," answered the other, "and we'll get there!"

"No use," came from number one; "too thick to swim, too thin to jump, too slippery to crawl; bound to die anyway; may as well die tonight." And he sank to the bottom and kicked the bucket.

His companion doggedly kept on paddling, paddling, paddling. The next morning found him perched on a mass of butter, eagerly disposing of the flies that came swarming from all directions.

He got there!—*The Headlight.*



Safety Roll of Honor

Baltimore Terminal Division

The following letter from the superintendent, addressed to Signal Maintainer Smith, explains itself:

"It has been brought to my attention that on September 29, while train 97, engine 4158, was passing around the wye at Baileys, truck of one of the cars was derailed on heel of frog, and that you called Halethorpe Tower, had the train stopped, and car examined. Side bearing was found missing, resulting in car being set off, which probably averted a serious accident.

"I wish to express my appreciation and that of the management for your alertness and prompt action in this case."

Baltimore Division

On October 1, Flagman M. J. Bullington, with extra west, engine 4526, observed about six inches flange broken from wheel in rear truck of P. R. R. car 31011 in train of extra east, engine 4513, as train was pulling out at Gaither. Train was stopped and car set off. The attention to passing equipment by Flagman Bullington is commendable and a suitable notation has been placed on his record.

On October 3, Flagman Luther F. Murray, with train of extra east, engine 4524, discovered guard rail wedged in car and hanging over rail in front of wheel in train of extra east, engine 4598, just west of Frederick Junction. Engineer was promptly notified and train stopped. Trackmen were called and removed obstruction. Action of Flagman Murray is commendable and notation has been placed on his record.

On October 6, Agent M. J. Wann, Bradshaw, noticed and reported, through the operator at Poplar, that extra engine 4519, had broken arch bar. Extra was stopped and it was found a car had derailed but with no damage. Mr. Wann has been commended for his watchfulness and action in thus averting a derailment or accident.

On October 15, Section Foreman E. L. Fisher noticed brake rigging dragging on truck to tender of engine with No. 61 near "F" Tower, Washington, while train was passing. Mr. Fisher attracted attention of baggageman, who pulled the cord and train was stopped and rigging removed. His alertness averted a possible derailment and damage to the switches at New York Avenue bridge. He is commended.

On Saturday, October 16, Mrs. T. J. Doyle, wife of agent at Hanover, Md., discovered a gasoline tank which had rolled on the westbound track and removed it, thus averting a derailment. We wish to extend our appreciation of the efforts made by Mrs. Doyle in the prevention of accidents.

While extra east, engine 4072, was passing east end of the eastbound passing siding at Reels Mill on October 31, Brakeman P. J. A. Felthausen, with a train on siding, noticed car loaded with cattle with door broken open and stock hanging out. He notified Conductor E. Schafer of the extra, who stopped the train and with the assistance of Brakeman Felthausen lifted the stock back in the car and secured door. Brakeman Felthausen has been commended.

Cumberland Division

On October 13, while going up the nine mile grade on a motor car, Lineman H. C. Collison found car door on No. 2 track and several boxes of handles on No. 2 and No. 4 tracks. With the assistance of trackwalker and signalman he removed the obstructions and notified Track Foreman Thomas of Kearneysville to gather up the handles. The door and handles are supposed to have fallen from a passing train. Lineman Collison is commended.

The following item was sent to the Editor about a year ago and was omitted in error:

While Yard Brakeman E. H. Bitner was flagging at Luke Bridge in Piedmont yards on November 6, 1919, he observed a reinforcement rod out of bottom of concrete floor of bridge, hanging down, too close to clear a man on top of a car. He phoned to Piedmont tower operator, who reported it to the proper parties and repairs were made. No. 36, eastbound, which was using the westbound track that day, was flagged and held until repairs were made.

The accompanying picture is of Brakeman Bitner and his daughter, Pauline, who died on October 14, of last year.

Connellsville Division

Carpenter Foreman C. L. Inks, Connellsville, Pa., advises that while walking along our tracks, he discovered a broken rail just east of Oliver Station. Mr. Inks immediately took necessary action and protected this piece of track, thus averting a possible derailment. He is commended.

Pittsburgh Division

At 9.15 a. m., on June 20, extra east engines 1271 and 1253, in charge of Conductor G. G. Wise and Engineers C. C. Page and J. F. Carr, just west of west end of passing siding at Elk City, derailed four cars: a box car loaded with ties, a car of lath, and two other loads. Conductor Wise reported from Knox that they could pole the car of lath (the box car of ties had cleared itself) and rerail the other loads in several hours without the necessity of running the tool train. These men had been called for 2.30 a. m. at Foxburg to make a Clarion Junction turn; therefore, they had only taken a small lunch, which they ate soon after making the start. They had had no breakfast when they began wrecking and they did not stop for dinner, but stuck to the job until the track was cleared for the train to move and they got into Foxburg at 6.10 p. m. in time for supper. Such loyalty and interest in behalf of the Company is highly appreciated. Conductor Wise and rest of the crew, consisting of Brakemen J. F. McKathorn and G. B. Edinger, Engineer J. F. Carr, Fireman H. C. Dunkle and Engineer C. C. Page, are commended.

On October 2 some large rocks fell on the eastbound tracks in the vicinity of Undercliffe. A lad, P. V. Miller, age about 12, residing on a farm in the near vicinity, observing the rocks fall, ran across Pine Creek and flagged extra east 2613 by waving a red Tam o' Shanter hat which he wore. Master Miller was unsuccessful in getting the flagged train to an absolute stop, but the engineer slowed up in time to prevent a bad accident.

Mr. Keegan and Mr. Beltz were both very appreciative of his action, and both wrote him a very nice letter of commendation, and in addition thereto, he was provided with an entire outfit of clothing, shoes, etc., as a reward for his excellent service to the Company in time of danger.

Monongah Division

On October 23, extra 1890, west, light with caboose, Engineer J. G. Brown, Fireman Ekins, Conductor Hoge G. White, Flagman F. H. Maxwell and Brakeman Rex Davis found 18 inches broken out of rail about three poles west of Buckhannon river bridge, just west of Post Mills station. Following extra 2959 was flagged and Conductor White proceeded on to Buckhannon, called trackmen and had them started on repairing same before reporting to the dispatcher. Air was applied from conductor's emergency valve and train was stopped The action of this crew prevented an accident.

On November 3, second 178, engine 2766, Conductor Hoge G. White and Flagman J. A. Wheeler, noticed rear car and caboose going over what seemed to be a broken rail. Air was applied from conductor's emergency valve and train brought to a stop when they found about three feet of a broken rail just three rail lengths west of west switch, Boat Run Coal Company's siding. Proper flag protection was given until Conductor White talked on 'phone to Operator Jenkins at Berryburg Junction and arranged for protection east, and also to get trackmen on the scene. Mr. White is commended for his close observance and interest displayed.

Charleston Division

DOING SOMETHING EVERY DAY OF THEIR LIVES TO MAKE THE BALTIMORE AND OHIO THE SAFEST AND BEST RAILROAD



Yard Brakeman E. H. Bitner
(see Cumberland Notes)

Engineer B. H. Griffin—Close observance and prompt action in notifying dispatcher of package which had fallen from mail car. Commended.

Agent M. F. Hutson, Bower—Commended for close observance, reporting brake beam down on freight car passing his station, averting accident.

Brakeman John Bee—Commended for close observance, found broken wheel on freight car in his train.

Engineer T. J. Wilson, Brakeman D. R. Blake, Fireman L. H. FitzGerald—Commended for handling tonnage train through to Weston without delay when engineer of second engine was taken ill and unable to work.

Conductor F. S. Ballard—Commended for close observance. Found broken truck on car, setting it out and avoiding accident.

Following engineers were commended for a showing of more than 100 per cent. in fuel performance for the month of September: R. E. Smith, A. F. Vorholt, J. C. Jordan, H. W. Fury, A. C. Whitecotton, W. A. Stalnaker, W. T. Spencer, P. W. Toms, F. Thomas, J. H. Stalnaker, R. J. Vassar, A. W. Pickens, C. U. Skiles, W. J. Johnson, R. Malone, S. L. Rodebaugh.

And this explains why on the fuel performance statement for the month of September, the Charleston Division stands *first in freight and passenger service and sixth in yard service.*

New Castle Division

On October 10, extra east 4244, passing Greenwich telegraph office, had brake beam dragging. Operator H. C. Ashwell noticed the defect, stopped the train and notified the crew to correct this condition. Superintendent Stevens has written Mr. Ashwell a letter of commendation, expressing his appreciation of this act. Mr. Ashwell, by the way, is an employe of the Big Four and his action is all the more commendable.

On October 25, Agent H. D. Nowells, Cuyahoga Falls, Ohio, discovered a broken flange in train of extra east 4089. As a result the train was stopped and the car set off. Mr. Nowells has only recently entered our service but his actions in this case indicate that he is alive to the importance of reporting any unusual or dangerous conditions, and he certainly deserves the splendid letter of commendation sent him by Superintendent Stevens, in addition to the entry that will appear on his service record.

On October 29, Agent O. B. Shannon, Creston, Ohio, reported a dangerous condition existing in No. 1 main track; it was found that a rail had broken. Mr. Shannon lives near the track and was awakened at 3.45 a. m. by the noise caused by Cleveland 91 passing over this broken rail. This act of Mr. Shannon's indicates to what extent the Safety movement has interested the New Castle Division employes. A letter of commendation has been sent to Mr. Shannon and, in addition to this, an entry will be made on his service record.

Newark Division

On October 27, Operator R. W. Bennett, Junction City, Ohio, observed a brake beam down on car in train 183. He promptly flagged train and reported the condition to the train crew, who had the trouble corrected. This is the second instance in the past month in which Operator Bennett has performed meritorious service of this nature, and he has been commended for it.

Cleveland Division

CLEVELAND, OHIO, October 9, 1920.

MR. C. F. HUFFMAN, Operator,
Freesport, Ohio.

Dear Sir—It is very gratifying to receive reports as follows:

"As extra 4324 was passing my office on the morning of September 20, I noticed a very high blazing hot box on head end. I swung down on it promptly with my red lantern, getting it stopped and car set off. This possibly would have burned journal off in a short time."

Your careful observance and prompt action deserve commendation and I trust you will continue to render such services.

Yours very truly,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, October 19, 1920.

MR. C. L. BAIR, Brakeman,
Akron, Ohio.

Dear Sir—My attention has been called to the fact that on October 13, you found broken arch bar on C. R. R. car 11902 in train of engine 2681, car containing heavy brick, and that arch bar, being in very bad shape, you no doubt averted an accident.

It is very gratifying to me to receive reports of this nature, and in my opinion you deserve commendation and I have arranged accordingly to have same noted on your record.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, October 19, 1920.

MR. E. E. GRAY, Operator,
RD Tower.

Dear Sir—I have a report before me that on October 12, you discovered brake beam and rigging on track east of RD Tower, which you immediately removed. Had it not been for your prompt action in this matter, no doubt an accident would have occurred.

Reports of this nature from our fellow employes are very inspiring and lead one to believe that our employes are behind us in eliminating accidents.

Your actions deserve commendation and I have arranged to place proper entry on your record.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, November 1, 1920.

MR. I. C. BOWMAN, Supervisor,
Massillon, Ohio.

Dear Sir—Understand that on October 13 while first 83, engine 4024, was pulling off double track at Dover, you noticed sharp flange on U. R. R. car 7088 and immediately notified conductor, who had car set off. It further developed that this car had a bad thin flange 13x16" thin. New wheels were applied to car at Dover. I commend you on your alertness and watchfulness in handling this case and hope that you will continue the good work.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, November 1, 1920.

MR. GEORGE LEINMEISTER, Wreck Foreman,
Lorain, Ohio.

Dear Sir—My attention has been called to the fact that on October 27, at 4.30 p. m., you noticed brake beam down on eastbound train, engine 4195, pulling through Grafton. The fulcrum bar broke off and jammed in frog of west wye and derailment very nearly occurred and you jumped on train and got signal to engineer who had train stopped and brake beam taken off. Your alertness and watchfulness deserve commendation and I want to assure you that same are appreciated by me.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, November 1, 1920.

MR. G. C. LOVE, Conductor,
Lorain, Ohio.

Dear Sir—We have a report stating that you were conductor on extra west 4261, on October 17, and that at about 8.00 a. m., while in tower, Big Four, Grafton, you noticed westward home interlocking signal arm hanging down, made remark to the leverman about signal and was told by leverman to stop your train as derail was open and that an eastbound passenger train on Big Four was approaching; that your train had started east at Mill Crossing and that you ran down towards your train, although the weather was very foggy, and got it stopped before coming on to derail. Investigation showed that stud or bolt in interlocking arm had broken off, as it showed clear for crossing. I want to commend you on your alertness and watchfulness, which, in all probability, averted a bad accident or a personal injury, and have arranged to make proper entry on your record to cover.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

Ohio Division

On the night of September 26, while No. 98 was ascending Madeira Hill, Brakeman C. W. Shimel noticed packages along right of way. Train was stopped at Madeira, engine detached from train, and crew proceeded back to point where packages were observed. It was discovered that refrigerator car K. R. L. 604 had been broken into and robbed. It was also found that a truck in charge of three men was at this point, and that an attempt was being made to load the packages stolen from the car. On the approach of the crew, the men deserted the truck. Conductor E. R. Lee immediately notified the city police at Cincinnati, who took charge of the situation. Prompt action on the part of Conductor Lee and Brakeman Shimel averted serious loss of property, and the prompt information of the matter on their part to the Police Department will no doubt enable them to bring the guilty parties to justice. Both Conductor Lee and Brakeman Shimel have been commended.

On October 26, as extra west, Conductor Robinson, was passing extra gang between Dorsey and Twightwee, Foreman Eggert and Supervisor L. Pausch noticed brake beam dragging. Supervisor Pausch signaled to Conductor Robinson, who immediately stopped train and had this removed. Foreman Eggert and Supervisor Pausch are commended on interest displayed, which in all probability averted an accident.

Indiana Division

When extra east 2840 was passing Dillsboro station about 3.05 p. m. on November 7, Operator H. F. Cass, noticed brake beam dragging on N. Y. C. 50846. He immediately notified flagman as rear end of train passed office, train was stopped and de-

fective brake beam removed. The prompt action taken by Operator Cass probably averted an accident. Appropriate notation has been made on his service record.

On October 12, L. J. Swengel, third trick operator, Dillsboro, noticed two brake beams down in passing train, handled by engine 2772, Conductor Bulger. Mr. Swengel notified conductor, train was stopped and brake beam removed.

The close inspection of the train by Operator Swengel possibly averted a serious accident. Appropriate entry has been made on his service record.

On October 16, when extra 2913, east, was passing Loogootee, Engineer G. E. Russell, on work extra 1423, noticed wheel of C. E. R. X. 4334 not running true. He immediately communicated with crew on extra 2913, through the operator, and inspection was made of this car by crew. It was found that the car had a bent axle. The wheels were practically new and had a full flange. The car was sent on to Mitchell, where tie was set off for repairs. Mr. Russell is commended.

On October 13, when No. 69 made station stop at Butlerville, Train Baggagemaster C. A. Davis notified Station Helper Herbert W. Shelton that he had noticed an unusual noise when car passed over road crossing just east of Butlerville. Immediately after working train, Station Helper Shelton returned to road crossing to determine what, if anything, was wrong. He found a piece of broken rail, immediately called sectionmen, and rail was changed. The close attention of Baggagemaster Davis and the prompt handling of the matter by Mr. Shelton are commendable. Appropriate entry has been made on the service records of these two men.

On October 19, Operator J. B. Coyne, on his way to work, found broken rail on high side of main track just east of west switch, North Siding, Salem. He notified crew of No. 12 before arrival of that train, and called out sectionmen, who made repairs. Mr. Coyne's prompt action possibly averted a serious accident.

Illinois Division

On October 11, Fuel Station Laborer J. M. Martin, who meets passenger trains on first trick, noticed something dragging under engine tank of train 29, engine 1428, as it was pulling away from station at Flora. Mr. Martin had train stopped and found bottom rod of brake beam dragging. This might have resulted in a serious accident had it caught in the crossing. Mr. Martin is commended for his watchfulness.

Toledo Division

On October 15, while extra 4551, south, was passing Miamisburg, First Trick Operator E. F. Stenger noticed brake rigging dragging from a car 20 cars from the engine. Train was stopped at Carlisle and brake rigging removed.

Operator Stenger also noticed, on the same day, a car in extra 4182, south, not riding properly, and it appeared to him that the car was swaying considerably. He got in touch with Carlisle, the next office north, and had extra 4182 stopped. Examination of the train developed that loose wheel on A. T. S. F. 48290 was what Mr. Stenger had noticed. The car was set out and a serious accident possibly averted. Mr. Stenger is highly commended.

It is also gratifying to note that the operators at Miamisburg during the past three or four months have observed any number of defects in trains while passing their station, and in almost every case that has been reported and handled, accidents have been averted.

The Tooth Brush and Accidents

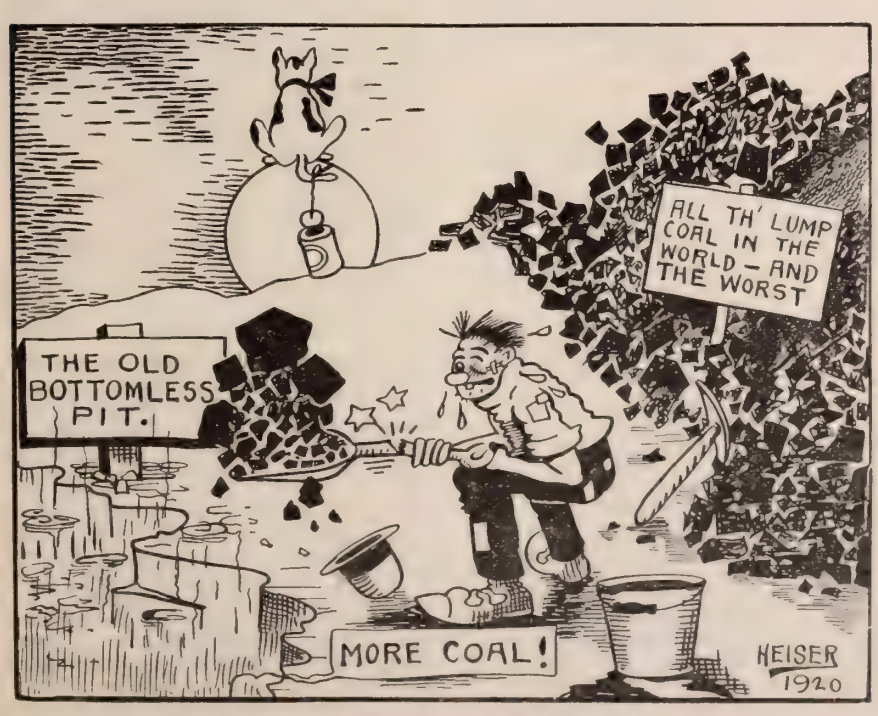
"WHAT can a tooth brush possibly have to do with accidents?" you may ask. Here's the answer.

Safety experts tell us that 85 per cent. of all accidents are due to carelessness. Now carelessness is merely a form of inattention. Something distracts our attention and we forget momentarily the dangers of our work, or the dangers of the sidewalk or street,



and . . . . we wake up and find ourselves accident victims.

This is where the story of the tooth brush starts. Did you ever happen to meet a better little attention-distractor than a healthy toothache? If you have, why you've been farther over in the book than we have. How an insignificant nerve in a tooth can grumble and growl and fuss and fume. It will keep you awake nights and make you miserable daytimes. And the first thing you know you've spoiled a lot of work or cut off the end of a perfectly good finger or stepped in front of an automobile. All because of a toothache. So why not avoid all this trouble? Keep the tooth brush busy. Wear out a lot of them. It's cheap accident insurance. And the next time you go to work with a toothache—why, don't go. Just go and have it fixed first, and avoid trouble.—*Courtesy Liberty Mutual Insurance Company, Boston, Mass.*



How the fireman feels about it when the stoker won't work

And Only Twenty Years Ago

(Brush and Pail)

Nobody swatted the fly.
Nobody had seen a wrist watch.
Nobody had appendicitis.
Nobody wore white shoes.
Nobody sprayed orchards.
Most any young man had "livery bills."
Farmers came to town for their mail.
The heavens were not full of manbirds.
Nor the seas alive with underwater boats.
The hired girl drew $1.50 a week and was happy.
The butcher "threw in" a chunk of liver.
The merchant "threw in" a pair of suspenders with every suit.
Nobody "listened in" on the telephone.
Straw stocks were burned instead of baled.
Publishing a country newspaper was not a business—it was a duelling game.
There were no bolshevists or international anarchists.
The safety razor had not introduced the cleanshaven face.

Exchange Love's Limit

I'd swear for her,
I'd tear for her.
I don't know what I'd do for her.
I'd lie for her.
I'd sigh for her.
I'd drink the Ohio dry for her.
I'd weep for her,
I'd leap for her,
I'd fight for her,
I'd bite for her,
Walk the streets all night for her.
I'd bleed for her,
I'd do without my feet for her.
I'd shoot for her,
I'd boot for her,
A love who came to suit for her.
I'd kneel for her,
I'd steal for her,
Such is the love I'd feel for her.
I'd try for her,
I'd cry for her,
But hang me! If I'd die for her
Or any other girl.—*The Record.*



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Offices of General Manager and Superintendent Motive Power

Correspondent, G. F. ZIMMERMAN

Merry Christmas!

It is assumed the majority of our readers by this time have been informed about the proposed Bowling League to be inaugurated by the superintendent of the Welfare Department, on the Baltimore and Ohio System. Let it be known by all that this office will be represented 100 per cent. strong. We have quite a bowling shark in our stenographic department; our file room will also be well represented. Several of our young men employes are awaiting the first call "to the front"—the correspondent included. A System Bowling League, in which all the departments in the General Office Building and those on the various divisions are represented, is something which we feel should have long ago been instituted—perhaps on the same basis as the baseball clubs during the past season. There will be plenty of enthusiasm among the different teams here and plenty of excitement for all. Here's to the success of the Bowling League.

We take great pleasure in stating that our secretary, Virginius F. Riley, has followed the great line of benedicts and has added unto himself a "better half." Mrs. Riley was formerly Miss Inez Seward. Virginius was very secretive as to just whether or not he intended to elope to Ellicott City, have a parsonage or church wedding, but on good authority I understand it was a quiet and, of course, lovely wedding. It "came off" on Wednesday, November 17—the time as yet unknown, as he is quite a distance from us just now. After spending a few days in Jacksonville, Mr. and Mrs. Riley visited Palm Beach. Congratulations, Mr. and Mrs. Riley, from the whole bloomin' office, and—may you never have to get married again!

You should see our "Cole 8" boy—some machine. Thomas J. O'Connell, secretary to the chief clerk, had stated so many times that he didn't know what to do with all that back pay he received and as he didn't need the salary he was drawing, he at last decided to purchase a machine. We haven't as yet been invited to take a ride with him and have been wondering what is wrong. How long did you say it ran, Thomas, after you got it? Only two days?

I noticed in the Baltimore Terminal Division notes in the last publication of this MAGAZINE that our esteemed correspondent, Charles O. Healy, thought that by changing his occupation from this office to that of the superintendent, Baltimore Terminal Division, he would escape notes about his cravats and that perhaps he could seek revenge. Since Mr. Healy's departure from this office, our secretary followed Charley's example for a while, but soon gave it up. Now, we have an office boy who, when he opens the door in the morning to report for work, commences to talk and fails to stop at all—without even moving his lips. We have been wondering for a long time just where and when he purchased those shirts he wears—they hold quite lengthy conversations with us.

As each minute changes the time, so does the fragrance of love seek to unite the few remaining bachelors of this office from the single ranks of freedom to the happiness of marriage.

The announcement of the engagement of our Secretary, V. F. Riley, to Miss Inez Seward, was gratifying, but a few days later when our assistant chief clerk bashfully, but courageously, narrated that he was to join the throne of benedicts, it exhilarated us beyond expression.

And our Correspondent, too!

On Thanksgiving Day, at the twilight hour of 5.00 p. m., the Rev. Dr. P. H. Miller, of Concordia Lutheran Church, solemnized the marriage of G. F. Zimmerman to Miss Mildred Briel. After the ceremony they made an extended tour of the North and West. It is the sincere wish of this office that felicitousness be the reward to both our congenial assistant chief clerk and his estimable wife and that their married life will be forever amicable and blessed. We simultaneously regret that our bachelors' force is vanishing.

Law Department

Correspondent, GEORGE W. HAULENBEEK

Merry Christmas!

The Christmas Spirit

In many respects there is something wrong in the Christmas spirit that usually prevails on the recurrence of the greatest of all holidays. It is the feeling possessed by so many to bestow gifts only upon those who are likely to make similar return.

My idea is to bestow Christmas gifts upon children and those who are deserving, and not to make presents with a view to getting something in return. I think there is too much of that. I may be old-fashioned, but this is my view. A doll or a sled or a kiddie kar to a little child is the way I endeavor to practice it and I enjoy it immensely.

At the risk of being tiresome, I am still praising our No. 524 train, carrying me to my week-end destination, and I am filled with admiration for the Philadelphia and Reading train picking me up at Wayne Junction.

No. 524 train rolls into Philadelphia at 4.10. If my watch fails to agree with this, I immediately change it to 4.10, for the train is right and my watch is wrong. It takes no time at all to detach the big Baltimore and Ohio engine 5201 (usually) and attach the Reading engine. There is some one there who knows how to work expeditiously. The train starts off without any halting, and at Wayne Junction when three minutes have elapsed, the Reading train is there.

At 6.33, Bethlehem, a growing and thriving city, is reached. At Edgeboro, the Roland Park of Bethlehem, Susan and Charles Arthur Trageser are at the front window waiting for me and I instantly forget the journey's fatigue. The farmland on the Bethlehem Branch of the Philadelphia and Reading looks as though it was swept and garnished for Sunday inspection. I never could tell how the Pennsylvania farmer disposed of farm rubbish. He must place it on the other side of the barn, for it is not visible to the eye of the traveller. The Pennsylvania barns are covered with a generous supply of red paint, and they are a valuable asset.

In Garrett County, Maryland, the farmer generally prefers Jersey cattle. In Pennsylvania, the Holsteins abound.

On my return trip the Reading train, leaving Sunday afternoon, is very satisfactory and our own No. 527, running into Mt. Royal station at 9.10 on the minute, completes my week-end of rest and recreation.

The girls in Bethlehem, and indeed throughout Pennsylvania, are just too lovely—well, now, perhaps, I had better switch off on to another topic.

Law Department Changes

Our Francis H. Urner has decided to retire from the department in order to devote more time to the study of law. He came to us on the first of December of last year and we have enjoyed every minute he has been with us. He has been of assistance to the young lady in charge of our file room and we are sorry indeed to lose him. The Law Department file room, as it is now administered, is a place not only where files are kept, but a place where files can be produced in very short order.

Mr. Urner's successor, Franklin P. Dwyer, has been duly installed. He gave me just the kind of a handshake I enjoy, and I like him.

Prison Magazines

All state prisons may have monthly magazines for the interest and welfare of inmates, but I doubt if there are any publications better than the one published at the California State Prison at San Quentin.

Reading the excellent articles contributed to the July number by the inmates of the institution, gives one a peculiar feeling. That an inmate of a state prison undergoing a long term of confinement is able to write an article brimming over with sunshine and optimism, can scarcely be believed.

The articles are signed by the initials of the writer with his prison number and everything printed breathes a beautiful spirit. Grouchy chaps whom we occasionally meet, not in prison either, might be benefited by a perusal of some of these contributions.

Mr. Fleishman on Faith

I hope everybody read Mr. Jerome P. Fleishman's article on Faith, printed in the October number of our MAGAZINE. It originally appeared in the Baltimore *Sun*, but I missed it then, and I am glad I had a chance to read it in the MAGAZINE.

When Mr. Fleishman was a lad at school he contributed every week to the page for boys and girls in the Sunday *American*, and I always made it a point to read what he had to say on that page, at any rate. I have followed him through his newspaper career, and I read everything he writes. But read what he has to say about the need of having faith.

Alonzo of Aragon

Alonzo of Aragon was wont to say in commendation of age, that "age appears to be best in four things—old wood best to burn, old wine to drink, old friends to trust, and old authors to read."

Superior Elevator Service

The Central Building elevators and the young gentlemen who manage and operate them, in my judgment, are fully up to the mark in this feature of big sky scrapers in Baltimore.

Messrs. John Huber and Joseph Marshall are in charge, and, rain or shine, they are always at their posts. Politeness prevails among the entire force, and satisfactory service is rendered. Where can you find anything better?

Miss Hilda Marshall

Miss Hilda Marshall, a sister of our Mr. Marshall, is in one of our departments. She displayed a fine record on her entrance into the service, making 100 per cent. in the examination. She was warmly congratulated at the time by the head of the department.

Engineering Department

Correspondent, OSWALD EDEN

Merry Christmas!

"Velvet Joe" says, "Did you ever see a cross-over in a good humor?"

Indoor sports in the drafting room these days are the offering of names to give to the new boy in "Bill" Pinschmidt's home. "Bill" had named him "Elizabeth," but found out that a masculine name would be more appropriate, so the game is on. Please send your suggestions to "Bill" in care of Mr. Milburn's office. Among names suggested so far are "Joe," Maximilian, "Gus," Richard, George, Harry, Oliver, Sylvester and "Duckie." Please do not duplicate.

"Alvie" Weston took a flying trip to New York for the first time in his life. He took a long boat ride on the ferries, a ride up and down the subway and over the Brooklyn Bridge. He saw it all in one day and one night, and hinted that he might go again.

"Willie" Adamson has a new addition in his home. SHE came in October. Besides a good wife, and a position, he now has two pairs—two boys and two girls.

Miss Fossett, one of the stenographers employed for the making up of A. F. E. forms, resigned the first of November to accept a position in the Valuation Department. "Tom" Ralston, formerly with District Engineer Mather, succeeds her.

Since "Jimmie" Sparks left the office of chief draftsman, there have been two aspirants to his place as the Beau Brummel of the Engineering Department. One is "Harry T.," who parts his hair in the middle and wears clothes that almost talk. The other is "Spike," who not only wears sporty clothes and parts (?) his hair in the middle, but has developed a fuzzy thing (one could hardly call it a mustache) on the upper lip of his handsome countenance. Wild times occur when the two go to the same dance.

C. A. Pertsch, transitman, Surveys Department, left us on November 1. He has entered the manufacturing business for himself, specializing in the manufacture of gas gauges for automobiles. More power to you, Charles!

Paul Didier, principal assistant engineer, has just returned from a long visit to his home in France.

The professional engineers and other technical employes of the Baltimore and Ohio in and around Baltimore are greatly interested in the new development concerning the affiliation of the various engineering societies of the city for the purpose of obtaining adequate club house facilities for their members.

For a number of years there has been considerable talk of furnishing the engineers of Baltimore with facilities similar to those enjoyed by the profession in Boston, New York, Philadelphia, Harrisburg, Dayton and other cities. However, nothing definite was accomplished until the Baltimore Chapter of the American Association of Engineers, of which the Baltimore and Ohio Railroad section is a part, recently secured an option on a palatial residence in the vicinity of the Hotel Belvedere. Desiring to live up to the motto of the Association, "Advance —Cooperate," the chapter decided to share its good fortune with the other engineers of the city, the various societies were communicated with, and a general housing committee was formed. This committee, after diligent work, decided that the new building of the Merchants and Manufacturers' Association on Light Street could furnish quarters, the occupancy of which would be more feasible at this time.

An option was secured on club rooms in the latter building and the first option was surrendered. Plans were immediately formulated to coordinate the various units of the profession. This resulted in the complete reorganization of the present Engineers' Club of Baltimore to facilitate the formation of a new and larger organization, broader in scope and with which all of the various engineering bodies will coordinate closely. This coordination will mean much to the advancement of the profession and the improvement of conditions in general which are most vital to the engineers, contractors and the public.

The organizations which have decided to affiliate with the Club are the American Society of Civil Engineers, American Society of Mechanical Engineers, the present Engineers' Club, the American Institute of Chemical Engineers, American Chemical Society, American Institute of Architects, American Institute of Electrical Engineers and the American Association of Engineers.

Office of General Freight Claim Agent

Correspondent MISS E. T. MURRAY

Merry Christmas!

In this Christmas issue of the MAGAZINE, we, the employes of the General Freight Claim Agent's office, wish to extend to our General Freight Claim Agent, C. C. Glessner, and to his personal staff, a joyous Christmas and all happiness and prosperity for the coming year.

On October 20, at 5.00 p. m., the Immaculate Conception Catholic Church was the scene of a very beautiful wedding, the contracting parties being Miss Evelyn Jones, O. S. and D. Division, and Mr. Paul H. Carlotta, of Norfolk, Va. The bride was gowned in white satin trimmed in Irish lace and pearls, and wore a tulle veil, caught up with orange blossoms. She carried a shower bouquet of white roses.

A reception was held at the home of the bride, 1500 Linden Avenue, after which the couple left for Atlantic City and Niagara Falls. Upon their return they will make their home in Norfolk, where the groom is engaged in business. Our congratulations and best wishes go to this couple for a happy future. The office remembered them in their usual custom.

Miss Rose Lee Seim of O. S. and D. Division and Mr. A. E. Spilman, were quietly married on Wednesday, October 20. Congratulations!

My goodness! Mr. Olson, it looks as if you will be compelled to keep a reserve force, judging from the victims of Cupid's arrows recently. And still they fall, for next in line is Ida (judging from fancy work before office hours), then Helen (if rumors are true), and as for "Smitty," well, he is trying to keep everything quiet, but it can't be did, 'cause *she* works in Mr. Schutte's office.

We extend our sincere sympathy to Miss Pate, Record Division, in the sad loss of her sister on November 9.

Wonder why L. C. boosted "Big Bob" to "Joe," telling him how generous he was with us girls, buying us candies, etc. Well, "Bob" knows "Joe" pretty well, so maybe he will say a good word.

"Gee, the trip was great, and we had a wonderful time. Got a little seasick (as is evidenced in picture), but we didn't mind that. Met some lonely people on the boat (again evidenced) and do you know, we didn't ride in a street car the whole time we were away. Miami again for U. S. and Co. next vacation time."

Of course we won't go into detail about the trip as "Joe" may not like it and "Kramer" may become a little jealous if



Mal de mer



Miss Edna Foster and——



Miss Lorain Creamer and——

this gets out, but it's too good to pass up. And such is a little synopsis of L. and E.'s trip to the Sunny South amid the palms and ferns.

Things We Still Hear

Aero: "We are out of it."
(When a request is made for stationery.)
Townsend: "Can anybody get me a girl?"
Wheeler: "Why certainly, am glad to be of assistance to you."
Goldsmith: "Your pass hasn't came down yet."
Perry: "The boss is out to lunch—you'll have to call later."
Zenter: "Well, let's get to work."
Mrs. Warfield: "Yes—Um hum."
Waters: "This office has jurisdiction over loss and damage items only."
La Motte: "Everybody in this a. m.?"
Late comers: "How many minutes was I late?"

Printing Department

Correspondent, M. J. CONROY, *Proofreader*

May your Christmas Day be merry and happy and may it bring you blessings which shall brighten all the other days of the year!

Even though a man should answer the same question wrong twice in the same breath, and even should you hit him on the head wood alcohol would flow therefrom, he may be possessed of a sensitive nature. It is eminently more satisfactory and will perhaps accomplish just as much good if you would damn him inwardly and then go home and play horsey with your fair haired baby boy. It doesn't require much ability to find fault, but it does take a real man to commend.

Under the stimulus of encouragement and enthusiasm many a mediocre mechanic has become a competent workman. We are all constructed differently and what is as clear as day to some is correspondingly difficult of comprehension to others. Every one, we believe, tries to do his best in his own way. So in this glad season of peace and good will, let's all, big and little, resolve to be more magnanimous, sing and think more cheerily and lend a helping hand wherever and whenever we can, remembering, as the poet puts it,

Although we must answer to a name,
And live upon a certain street,
Do not take from us our dreams,
Or keep our lives from being sweet.

There was a thrilling account in the papers recently in which one of our men, William P. Kirkwood, a compositor, along with his brother, H. D. Kirkwood, and Walter Stevens, were the heroes. Hearing cries of "Help!" Mr. Kirkwood looked out the window of the apartment at 1027 W. Lanvale Street and saw William Moore, colored, swinging an ax. He could not see the woman, who was crouched below the fence, but heard her groan and beg for mercy, as Moore swung the axe. Mr. Kirkwood quickly got his revolver and with his brother and Mr. Stevens ran to the alley and ordered the negro to surrender. The back gate was locked, but Moore crawled through the fence, which was being repaired, and got into the next yard. By that time a crowd of negroes had gathered and were menacing the white men and their prisoner. and it was with difficulty that the white men kept them at bay. As it was, Mr. Kirkwood says, one of the colored women "crowned" Moore with an empty milk bottle. In the meantime Mrs. Kirkwood telephoned the police and when they arrived they took the negro to the station house. The negress, who was Moore's wife, was rushed to the hospital, but died within fifteen minutes, without regaining consciousness. Mr. Kirkwood has been the recipient of many congratulations on his display of nerve and coolness under the trying circumstances, and unlike the colored woman who "crowned" Moore with a milk bottle, we'll crown him with the floral wreath of glory.

Four events of great interest to all here are about to be consummated. Daniel Lee Miller and Joseph Macko are to be married in January, while Henry A. Brill chose Armistice Day to sign the articles, and Miss Minnie E. Kress, of the bindery, picked out Thanksgiving Day for the happy event. It has been a long long time since "Dan" Cupid disturbed the serenity of these precincts, but four scalps at one shot speaks well for the accuracy of the little fellow with the bow and arrow. We haven't forgotten the last memorable event of this kind which took place about six years ago. One of our men at that time prided himself on his ability as an elocutionist and insisted on regaling the guests with "Spartacus to the Gladiators." But there will be none of that "rough stuff" this time. Instead, a bouquet of jingles will be presented to each of the four, highly illuminated and printed on the best paper obtainable, each jingle to be personally signed by its author. We are permitted to make four extracts therefrom in order to show that they are gems of the first water.

To Minnie

O Dear! O Dear! O Dear! O Dear!
How nervous I am getting as the day draws near.

To "Joe"

To me your love the whole world means,
I'll gladly hand you my 40 beans.

To "Dan"

Dearest, as o'er me love's gentle feeling steals,
I'll promise early to arise and get my own meals.

To "Hen"

My heart is yours, dearest, to take,
For two can live on what I make.

They are three splendid fellows and Minnie is a charming girl and the best wishes of all the boys and girls go with them for long and happy lives. The three young men evidently got together and figured it out that a man with a fork and without a knife is like a ship without a sail, and a man without a wife is like a shirt without a—front! We still have a couple of well-to-do widowers and a few hardened though eligible bachelors here yet and as a man is not a confirmed bachelor until he is dead, there is still hope.

N. B.—Still another! One of my trusty spies brings me the information that our efficient stenographer and office assistant, Miss Lena Rosenthal, has notified the department manager of her intention to leave the service to enter into a life contract in which she will assume the role of dictator, instead of being dictated to, as at present. The best wishes of all go with Miss Lena in her new undertaking. A cordial welcome is extended to Miss Ruth Jennings, her successor.

Miss Grace Fogle, daugher of C. F. Fogle, proofreader, gave a Hallowe'en party at her home, 1707 W. Lombard Street, to a gathering of 40 or more young people, after the manner outlined by our accomplished associate editor in the October MAGAZINE. It proved to be one of the most enjoyable affairs of its kind and will remain long in the memories of those who were fortunate enough to be present. So successful was it, that at the request of a number of those present it was repeated a few evenings later, with the same results. "Daddy" says that making preparations for the party was some job, but the fun and the jolly good time made him feel that time had indeed turned back in her flight and he was a boy again and both he and Mrs. Fogle feel amply repaid, for a "good time was had by all."

Telegraph Department

Correspondent, DELLA M. HAIN

A Merry Christmas to all, and a Happy New Year!

And just imagine, after all these years "Uncle Billy" borrows a young lady's mirror to see—well, just what would he look at?

Here's a rich one. "Charlie" Tansill is taking dictation lessons from our telephone engineer. A-m-e-n!

E. L. Senseney, lineman, Harrisonburg, and his brand new bride, Mrs. E. L., spent their honeymoon at that place of places, Niagara Falls. Congratulations, E. L.!

Make a New Year's resolution—Consult code book Form 2664 when writing messages.

Like fish stories? Of course you do. Here's a story about a snake. Lineman W. C. Michael had two copperheads running after him. Michael won the race and the snakes were killed. One measured four feet in length and the other three feet.

Our supervisor of time service never gets romantic any more. How could he? All of his "Gettogether, gettogether" clocks he is replacing with the "T-a-k-e y-o-u-r t-i-m-e" variety. All right, "Bill," you don't keep tune with their tick anyhow.

Mary: "Have some 'charms,' Mr. Myerly?"
C. P. W. M.: "No, thank you, I have charm enough."

Transportation Department

Correspondent, J. B. EGERTON

Merry Christmas!

It may be of interest if not, indeed, an inspiration, to many readers of the BALTIMORE AND OHIO MAGAZINE to know that not a few members of the Transportation Department are taking advantage of the excellent educational courses offered in Baltimore to spend the long winter evenings in self-improvement.

Among those of this department taking advantage of the unexcelled facilities of the Johns Hopkins University for higher instruction in many subjects, your correspondent takes pleasure in singling out the names of Miss E. V. McClayton, who is pursuing the course given by Doctor Jacob H. Hollander in Current Economic Questions, and Herbert N. von Wachter, who, among others, is taking the course in Industrial Relations under Doctor Boris Emmet.

The spirit of Christmas economy has already reached the Transportation Department, as is evidenced in the following partly overheard conversation between "Gus" and George, of the File Desk.

"Gus"—Well we won't need to get a Christmas tree this year.

George—What do you mean; where are you going to hang your presents?

"Gus"—Why, on the Bush of course. You know we already have a Bush in the office that will do.

George—No go, "Gus," that would certainly be a-Miss; and Miss Bush is no Christmas tree.

Our heartfelt sympathy is extended to Miss Elsie Russell, chief file clerk, in the death of her father on November 16.

It is with regret that we chronicle the death of Hugh C. Pierce, travelling car agent, reporting to this office. Mr. Pierce was formerly a Blue Line conductor on the Philadelphia Division. After 20 years of Railroad service, he left us and went into business for himself, returning two years ago and reentering the service as traveling car agent. His death occurred on Thursday, November 16. Our sympathy is extended to his family.

A Tragedy Simplified

The early comers were horror stricken on entering the office the other morning, for right on their way to the lockers lay fragments of broken furniture, apparently hastily collected in a heap behind one of the massive pillars which support the upper floors. One brave and usually courageous young lady turned pale and faltered in her steps as she gazed on the heap of debris and shuddered at the thought which flashed through her overwrought mind of the awful tragedy that must have occurred but shortly before; for she felt that a few steps more would reveal the victim of some ghastly deed. Her muscles grew taut and her feet almost refused to act when she attempted to move on to remove her hat and wraps preparatory to starting on the tasks of the day. My heroine was fast losing control of herself and would have undoubtedly swooned had not the sight of two young men peacefully talking caused her to recollect and brace herself, for it would never have done to have given way to any such feminine weakness in their presence, when she heard one say: "Oh, it wasn't anything, only 'Fatty' Latchford ate an awfully big supper last night and when he came to work tried to squeeze into that little chair," and, pointing to the debris, "that's what happened."

Valuation Department

Baltimore Office

Correspondent, G. B. SAUMENIG, *Accountant*

Merry Christmas!

We cannot say for sure that the Valuation Department is permanently located on the eleventh floor. Every now and then there is a sudden quiet in the office. Nothing is said but it is soon evident that our army of engineers are in conference. There they are, bending over stacks of blue prints and charts. The reason is this, one row of tables is seventeen thirty-seconds of an inch out of alignment. All work is stopped and the guilty furniture moved. It is rumored that shortly we will have a mezzanine floor over our heads and desks on the window sills.

Another rule has been given the office and that is the one regarding the window shades being kept at uniform length. Not a word has been said about a common sense rule regarding ventilation. Is it selfishness or an utter lack of everyday knowledge of the rules of health that causes some of our force to absolutely refuse to have fresh air? This action causes the majority in the office to breathe not only impure air, but atmosphere laden with all kinds of disease germs. It would seem that a change of conditions is imperative, or else someone will be responsible for unnecessary sickness.

This will be the last issue of the MAGAZINE in which the correspondent will participate. On November 16 he assumed the secretaryship of the Maryland Society for the Prevention of Cruelty to Animals. His place as correspondent will be taken by our interesting and helpful cartoonist, E. B. Pierce, of the Equipment Branch.

The attention of our readers is called to our cartoon this month. We regard it as our best yet and hope the entire family will like it.

Chief Draftsman William C. Coles has finally become a benedict. He and Miss Charlotte Bond, of Fallston, Md., were married on November 17, at the home of the bride. They will have returned from their honeymoon in time for Thanksgiving. They have our hearty congratulations.

Sloan's Goes Right To The Aching Spot

You can just tell by its healthy, stimulating odor, that it is going to do you good

THOUSANDS of men and women, when the least little rheumatic "crick" assails them, have Sloan's Liniment *handy* to knock it out. Popular over a third of a century ago—far more popular today.

That's because it *is* so wonderfully helpful in relieving external aches and pains—sciatica, lumbago, backache, neuralgia, over-strained muscles, stiff joints, weather exposure results. A little is all that is necessary, for *it soon penetrates without rubbing*, to the sore spot. No muss, no stained skin.

All druggists—35c, 70c, $1.40.

Sloan's Liniment Pain's enemy



SOME OF THE VALUATION DEPARTMENT VISITED MORGANTOWN DECEMBER 1919

"There was the sound of a mumbling,
And the mumbling grew to a grumbling,
And the grumbling grew to a mighty rumbling;"
—And then from the rafters there came a-tumbling—

the three members of the Valuation Party Number 3 whom you see in the accompanying photograph. They are, left to right: V. Weintraub, assistant engineer; H. T. Southerington, topographer; J. H. Gaule, chainman.

Yes, when they first came to Mt. Royal Station we did not know they had arrived. Therefore, you may be sure that when we heard unearthly noises that sounded like an army of rats tumbling about the walls, we began to ask if the station was known to be haunted. Not having time to make a thorough investigation, we passed a rather uncomfortable week before we discovered the cause of the peculiar noises. Finally, they came into the office of the MAGAZINE and took possession of it with their pencils, tapes, triangles, blue-prints, photographs and all kinds of valuation paraphernalia, and informed us that they were appraising the property.

During the past year this crew has visited nearly all of the large terminals of the Baltimore and Ohio, measuring, recording, and photographing railroad property.

"At the beginning of our expedition," said Mr. Southerington, "our president sent out a circular letter informing the employes at the various terminals of our object in visiting these places and asking their cooperation with us in order that results might be obtained quickly and thoroughly. We wish to state that everywhere we have been we have met with this fine spirit of cooperation, and we certainly appreciate it."

On the day that our friends had the photograph made, they paid us another visit, but they were so dressed up that we hardly recognized them. Of course it was Saturday, so that may account for it. Somebody has asked that we call our readers' attention to the fact that they make up a handsome trio, but this is quite unneccessary—just look them over.

This party, known as the Terminal Building Party No. 3, is under the immediate charge of D. G. Wilbur, building pilot engineer.

The following may not interest our readers, but it is true. Our friend Hartlove, of Vice-President Galloway's office, met with a serious accident some time ago. Now he carries a cane. It is especially noticeable that this cane receives but very little attention, except when there is a crowd. When he comes to a crowded street, he waits until some kindhearted person will see that he is taken across safely. Watch him and see if the above statement is not true.

It has been said that it is impossible to use 'phone 171 at noon. Lillie says it is necessary, but the others say it is not. In order to settle the argument, fix it up quick and there will be no necessity for 'phoning. You know what I mean.

The following may be too deep but it can be fathomed.

Inexpensive Amusements

Place: Drafting Room. Time: Any time.

Moving Pictures with Music.

Testing new face powder—all week.

Added attraction—The celebrated female whistler of the world. She will whistle any song, new or old.

No wonder Isaacs and Faber are happy. The former says they named the boy Walter Ulman and each morning he sends his best wishes to the office. No doubt, "Joe," but we cannot believe it. Faber claims his youngster, who has been named John Carl, "Jack" for short, has them all beat. If he grows in proportion to his father, he will be some boy.

Cincinnati Office

How Do These Strike You

You tell 'em I. C. C. tape, I've lost a foot.
You tell 'em locke level, I can't see through it.
You tell 'em old profile, its too deep for me.
You tell 'em D. V. 135, I'm a liar.
You tell 'em alarm clock, J. R. is too early.
You tell 'em H. K., I want Justice.
You tell 'em Taylor, I want a suit.
You tell 'em Wye Level, he is only Dumphy.
You tell 'em slope board, I lost the inclination.
You tell 'em culvert, you've got an opening.
You tell 'em borrow, you've been around wastes.
Now—You tell 'em Bonney, for your a real sweet boy.

Why does Bonney howl for a typewriter, when he has an Oliver on the car?

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

Christmas Greetings

To Employes in Office Auditor Coal and Coke Receipts:

Another year has passed and together we have come again to the Christmas season, giving me the opportunity to extend to each of you the compliments of the season and to wish you all, individually and collectively, a "Merry Christmas" and a "Happy New Year," and that you may have many of them with happiness and prosperity for yourselves and your families.

I desire also to express my appreciation of your hearty cooperation in accomplishing the work that has devolved upon us as co-workers during the year, bringing with it many new problems and perplexities, which, with your united support, we trust have been handled satisfactorily and to the best interests of the Company and of all others concerned.

For this cooperation and support I am sincerely grateful and hope for its continuance through the year that lies before us.

Sincerely yours,

L. A. LAMBERT,
Auditor Coal and Coke Receipts.

Once more the happiest season of all the year approaches and it is with all sincerity that we wish our fellow employes of the office, and on the entire System, a Merry Christmas and a Happy New Year. May we all be here this time next year enjoying the same good health and continued prosperity.

What promises to be the source of many an evening's pleasure during the coming winter, is a bowling league, composed of five-men teams picked from the office force. The weekly roll-off takes place on Wednesday night, on the "Y" alleys, and as there is plenty of room for spectators, anyone wishing to see some good pin spilling is invited to be present. We expect, after a few nights' practice, to be able to have a picked team, who will be ready to meet all comers.



Members of Valuation Party No. 3, left to right: V. Weintraub, H. T. Southerington, J. H. Gaule

Two is company, three is a crowd. We have several individuals in the office that are crowds all by themselves.

They all fall sooner or later. The latest fall was sustained by our old friend, Walter Lavan Price, secretary to the comptroller, who, on October 30, joined the noble band of married men. The happy, and one might add, lucky bride was the former Miss Florence M. Heiderich whose little sister, Elsie, works in this office.

The many friends of both bride and groom join in wishing them all kinds of happiness.

Under the heading of STYLE, quite a few of the ladies are wearing their shirt waists hanging loose and easy, right straight down, not hid away or tucked inside the skirt at the waist. Maybe it's all O. K., but suppose the men should take a fool notion to wear their shirts hanging out all around. Oh, boy! Some style!

It has been whispered to us that Howard August Ekas, he-vamp of the office, is taking up dancing. Don't know what kind, whether it be fancy, barefoot, toe, Isadore Duncan interpretative, Oriental, or just everyday jazz; neither do we know the cause of this sudden change, but it is also rumored that he is thinking of breaking into the "Follies." Last report has it that he shakes an irresistibly disastrous shimmy. Watch him, girls!

Among those more seriously ill during the past month was C. P. Spedden, who was compelled to take a rest, because of general run-down condition, and who recuperated at beautiful Braddock Heights.

Miss E. M. Ritter had a severe cold, which forced her to take several weeks' rest and W. H. Brauer was down with a bad case of grip.

We hope for the complete and speedy recovery of all.

Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

Christmas being a state of mind rather than a date on the calendar, we herewith present a list of those who should be happy, at least in their own respective spheres:

Wedding Announcements

Miss Ruth Kenneally, Local Settlement Bureau, and Rev. William Milton Eareckson were married on November 24, at Cummins Memorial Church, Lafayette Square. Miss Kenneally is the daughter of one of our pioneer employes, William E. Kenneally, Wicomico Yard, who entered the service of the Railroad in 1904. The happy couple were the recipients of many useful presents, but none, perhaps, was more useful than that presented by the young lady's office friends, who placed a tissue paper cornucopia, filled with all manner of kitchen utensils, upon her desk. Our hearty congratulations are extended to this happy couple.

The other Autumn weddings are:

Miss Mary Gallagher, Local Settlement, and George Hickman, at the rectory of St. Jerome's Church, on November 17, by the Rev. Father Little.

Miss Joy Griffith, Local Settlement, and Mr. Joseph Morris at the bride's home in Govans, on November 10, by the Rev. Ennis. After an extended honeymoon through the South they will reside in Raleigh, N. C.

Miss Marie Kurtz and Mr. William H. F. Flayhart, Jr., at the home of the bride, on November 24, by the Rev. G. C. Gabriel, of the Grace United Evangelical Church. An ocean voyage to various cities in the far Southland—Jacksonville, St. Augustine, Miami—appears on their itinerary.

Miss Mary Evelyn Marren, Comptometer Bureau, and Raymond J. English, secretary to auditor overcharge claims, at noon on November 17, at St. Bernard's Church, by the Rev. J. T. Toolen.

Frank Rutter, assistant chief clerk, Local Settlement, to Miss Emma Virginia Bates, on November 17. They will make their home in North Forest Park.

Edgar Spilman, head clerk, Local Settlement, to Miss Rose Lee Tudebohl Seim, on October 20, at the rectory of All Saints' Chapel, Forest Park, by the pastor, Rev. Timothy B. Kenny.

Auditor Passenger Receipts

Correspondent, G. FRED MILLER
Secretary to Auditor

To everyone in the office I wish the happiest, brightest and merriest Christmas they have ever known, and the good wishes are doubled for the coming New Year.

As this issue will be forthcoming in December, the Christmas month, take a tip from me and do your shopping early. Remember the poor little girl in back of the counter, and don't forget to buy the biggest, largest, fattest stocking you can, for no matter how old we are, we know we have to hang up our stockings at Christmas. If you all follow my example you won't hang up a little sock. The nearer we come to Christmas the happier we feel, and we just can't get it out of our heads that we must do a little good and make others feel just as happy as we do. After doing a good turn, there's a certain feeling comes the next day which makes us feel big and fine and friends with the world.

Why go to the Rockies when we have our beautiful mountains and hills in this wonderful State of Maryland? The Welfare Association of this office being aware of the beauties of the Old Main Line, journeyed to Frederick and Braddock Heights on Sunday, October 24. J. M. Finn successfully guided the party.

Like all the Sundays of the October just passed, the day was perfect, and our old Railroad, which winds its way through the foothills towards Western Maryland, never looked prettier. While quite a few carried their lunches (such lunches as only Maryland ladies can pack), the remainder of the excursionists had their dinner at a hotel in Frederick, and from all accounts it was a splendid one.

"Hercules" Aler had three ladies in Frederick and gave the town folks a surprise. He was advertised as being the Prince of Wales. He's a jolly good fellow, don't you know! After reaching Frederick the battle cry was, "On to Braddock Heights!" General Finn soon had his army on its way and captured the place by storm. "Jim" Zim and J. Z., Jr., were the special guests of Mr. and Mrs. Jentner at their luncheon on the side of the mountain. "Jim" hasn't finished talking about that lunch yet, and he's trying to have Mr. Jentner adopt his son "Jim," Jr., who just loves fried chicken. Look out for a picture of "Jim," Jr., in the MAGAZINE one of these days.

Front row seats at the foot of the sliding board were in demand. As the sightseers reached this section of the park, they hesitated, gazed upon the sliding board and were lost. Talk about "Slide, Kelly, slide," that day it was, "Slide, Minnie, slide," and Minnie, Helen and Lillie did slide, too.

The day was ideal, the folks happy, and, due to the kindness of the Railroad officials, the outing was made possible; therefore, we take this opportunity to thank the Company for its generosity, and Messrs. Finn and Billmeyer for their efforts in making the excursion a success.

Brother Hiltz was heard to murmur, "Boys, I haven't had a job as yet, but I have had several weddings." I haven't the heart to wish you good luck, friend.

It seems as if Cupid has decided to use this office as a special target for his deadly arrows. Miss Florence Heiderich and Walter L. Price were recently married, and are now on their honeymoon at the only place to spend a honeymoon, Florida. (I'm not speaking from experience.) This wedding was one of inter-department interest as Miss Heiderich and Mr. Price are well known throughout the Accounting offices, Mr. Price at the present time being secretary to our comptroller. Good luck and best wishes for many happy years to come.

Miss Florence should have everything her heart desires, she now has the Price, you see.

THESE UNION MADE
Officer's Army Shoes



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Enclosed find..... Send..... pairs.
My money back if I am not entirely satisfied.

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Address..... Size.....



Send No Money

This 21-jewel Illinois Watch—the **Bunn Special** sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement. Montgomery Dial, handsome guaranteed 2-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

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The watch comes *express prepaid* to your home. Examine it first. Only if pleased send $5.50 as first payment. Wear the watch. If after ten days you decide to return it we refund amount immediately. If you buy, send only $5.50 a month until $55.00 is paid.

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Our 128-page catalog, No. 69J, shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

J. M. LYON & Co. { Dept. 69J } { 1 Maiden Lane New York City }

You'd never believe it, but Miss Amy Norris really did hurry over to the Quaker City the other evening and got married. You have to keep your eyes on these quiet ittle girls. They're very deep and it takes a wise man to keep pace with the speed of the world these days. Heartiest congratulations to friend husband and the happy bride.

That surely was an exquisite silver service "Jimmie" Tracey and his wife received from the office, and those who selected it deserve much credit. We just love tea, "Jimmie."

Linger longer, splendid weather, and our coal in the cellar will last forever.

This being November, the month of Thanksgiving, let's all remember how good it is to be alive, to be healthy, strong and to have good friends, and a nice warm office to work in this coming winter. We have much to be thankful for, no serious "Flu" epidemic, good positions and nice salaries. Positions that belong to us as long as we do the right thing. Give as we would have given unto us.

We asked our fellow clerk in the last issue the reason for his journey to Canada, and now "Bobbie" is putting us on the right track, via poetry:

An Answer

Oh, please, G. Fred Miller,
Why make much sport of me,
For going up to Canada
About prohibition to see?

I was curious, I'll admit,
For of strange things I had heard,
"Our country was dry," they said,
"Go where they're free as a bird."

And so, away I went
To the near land of the spree,
But, dear Fred, 'tween them and U. S.
I'll take our land of the free.

—Robert E. Machin.

Sounds more like Robert Burns than Robert Machin. Wait until the Bentztown Bard reads this, "Bobbie!"

New York Terminals

Correspondent, Sarah Rolmes

Merry Christmas!

Dr. Stork visited the home of Francis J. O'Reilly and left a baby boy as a gift. Congratulations!

We are glad to welcome John Bradley in our midst once more, after his having been away from us for over four years.

That a smile can be used to good advantage is shown by Max Marder of the Eastbound Department. When one of the girls remonstrates with him for making raids upon her desk, he just grins, shows his nice teeth, and then she can't help forgiving him.

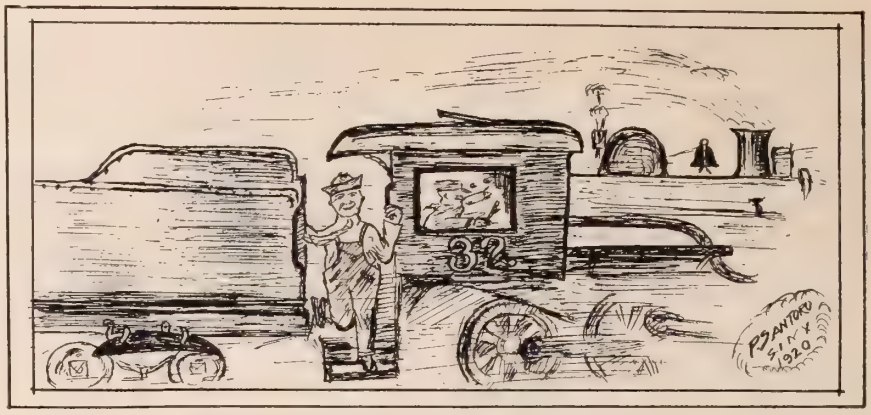
We wish A. H. Bayer success in his new position of chief clerk, and have no doubt that he will be as good as his predecessor, H. O. Duffy.

"Bob" Riddell took a week-end trip to Niagara Falls with his mother, and was "all in" when he returned. We wonder if this feeling had anything to do with the "water" that is obtained on the Canadian side of the Falls.

Greetings exchanged between two of our fellow workers:

Miss T. W. to Mr. F. J. D.: "Good morning, Mr. Baltimore."

Mr. F. J. D., in response: "Good morning, Miss Ohio."



On the watch on Staten Island

Staten Island Lines

Correspondent, G. F. Goolic

Merry Christmas!

J. B. Shay, coal shipping agent at the Arlington Coal Piers, sends us the accompanying picture of the McMyler Dumper at that point, with insert of Cornelius Sullivan. The little park which is seen is the special pride and care of Sullivan, who is ready to dispute anybody's right to spoil its appearance with paper scraps or any other kind of rubbish. A bit of green here and there about our working headquarters is a wonder-worker. Congratulations, Cornelius. Keep up the good work!

Join the Land-Navy Boys

There must be something extra good along the route of the ships passing New Dorp, Grant City, and many other stations. Our recruits and firemen stand on the "lookout" for their friend to give them the ta-ta. How's business, "Finnally?"

Employes' Mutual Benefit Association Ball

The Stapleton Club Rooms, Stapleton, presented a picturesque setting on the recent Saturday evening of the annual ball of the Employes' Mutual Benefit Association of the Staten Island Rapid Transit Railroad. The hall was crowded to its utmost with the members and their friends. The hall was beautifully decorated. The stairs leading into the dance hall were draped in trimmings of white and gold, while the dance auditorium took the crowd by surprise when they entered. Every nook and corner was covered with white and gold decorations, and along the walls large clusters of colored lights illuminated the place. The large stage was arrayed with ferns and palms and behind these all the latest dance hits were rendered by Professor Vice's double orchestra.

Between the dances song hits were rendered by John B. Mahoney, Miss Frances Connine and Miss Anna Marshall, and the singers had to respond to many encores. The grand march was led by Mr. and Mrs. Slattery, followed by the members of the committee, attired in full dress. All the leading social and political clubs then followed, making it one of the most notable affairs held at the Club Rooms in a long time. Mrs. Slattery was presented a large bouquet of flowers.

The following were in charge: B. F. Kelly, president; E. E. McKinley, vice-president; J. B. Sharp, treasurer; G. J. Goolic, recording secretary; J. V. Costello, corresponding secretary. Executive Committee: J. F. McGowan, W. J. Reeves and W. Darnell. Floor Committee: H. H. Bardes, chairman; F. V. Martin, L. Rabino, J. McVeigh, E. J. Haslam, A. Moeller, F. Fetzer and J. F. Langford. Reception Committee: E. J. Hammer, chairman; W. J. Kenney, J. D. Gibb, A. Roming, D. Buckley, A. L. Mickelsen, F. T. Metcalfe, W. E. Connell, H. C. Barry, W. L. Dryden and L. R. Van Horn. Arrangement Committee: W. P. Slattery, chairman; R. Seigel, F. Rebhan, T. F. Watson, J. Naples, A. J. Conley, E. Wagner, J. Trainor, C. H. Bardes, B. Schweiger, E. Weisser, W. Hayes, W. Ellis and J. S. Volkert.

Is there anyone in the crowd who can explain why they've installed new springs in Smoking Car No. 64? Let's ask "Ed," maybe he knows.

Why does Williamson, Division Storekeeper's office, Clifton, N. Y., tie his umbrella to his vest when he goes out? We wonder if it is his short memory or, if he is in LOVE?



Cornelius Sullivan and his "bit o' green" at the McMyler Dumper, Arlington Coal Piers



Daily Occurrence

"Well! Why don't you stay by that gate over there, and see when the train backs in, 'stead o' scanning those Janes over on that bench morning till night?"

"Hey! fo' who you think you talkin' to? Me watcha my gate. I'm no needa you to tella me 'bout my business, dats all—huh!"

Ha! Ha! It's all right, Peck. No getta mad.

Oh! Frenchy, who was it you were speaking to in "French" in the train sometime ago? Too bad Tompkinsville was so close to Stapleton.

"Joe" Bloom and "Bob" Wilson, will you kindly look after "Rocco" a bit more closely, please?

Harry Bombardi, we are all puzzled. Won't you kindly tell us where you get those *cigars* you smoke daily. Are they wished on you?

Frederick Shaboh, assistant chief night clerk, has a new Liberty Six. "Fred" has been very grouchy lately. I wonder why?

We are all glad to see "Bobby" Larkin, the snappy little car checker, back at his place in Arlington Yard.

How's the "Works," "Pete"?

Fifteen years ago Reinhard Groeling, Tompkinsville, was appointed secretary to the general traffic agent of the S. I. R. T. and Baltimore and New York Railroad.

We are pleased to announce the marriage of E. J. Haslam, signal helper, and Miss M. Murphy. The marriage took place at Tottenville, S. I. We all extend our congratulations and good wishes to both. They spent their "Honeymoon" visiting friends at Boston, Mass.

J. S. Volkert has been transferred to Lighterage Department; Joseph Lynch, day crew dispatcher, Stationmaster's office, has been promoted to day crew dispatcher at St. George Yard, vice J. S. Volkert. J. M. S. Lynch has been promoted to day crew dispatcher, vice Joseph Lynch, promoted.

John Westerman, maintenance of way carpenter, has been promoted to foreman pile driver, St. George, vice F. McCarthy, resigned.

The accompanying picture is of Conductor J. Holman, Trainman Christopher, Fireman Peggy, Trainman Davidson and Engineer Miller.



Here's a crew for you (see Notes)

Baltimore Terminal Division

Correspondent, MARTHA V. FOX, *Secretary to Superintendent*

Merry Christmas to all!

While in conversation with Agent C. H. Edwards, Mt. Clare, he advised us that in the October issue of the MAGAZINE, our correspondent showed him as having been in the service 44 years. Mr. Edwards states that while he has only been in the service 33 years, he hopes that some day he will be a veteran of 44 years.

E. M. Hughes, formerly *chief clerk* to trainmaster, Riverside, has recently been appointed secretary to the superintendent. Here's wishing Mr. Hughes every success in his new position.

The most completely lost of all days is the one in which we have not done our best to keep the wheels turning to help increase car mileage.

Cooperation is essential in all undertakings—so let us all cooperate in keeping the whee's moving to increase car miles on our division.

Locust Point

It is with deep regret that we record the death of our friend and fellow clerk, L. J. Henning, who passed to the Great Beyond on October 25.

He was a gentleman of fine sensibilities, a faithful employe, and a true friend, who by the strength of his character had endeared himself to everyone. Our heartfelt sympathy is extended to his bereaved family.
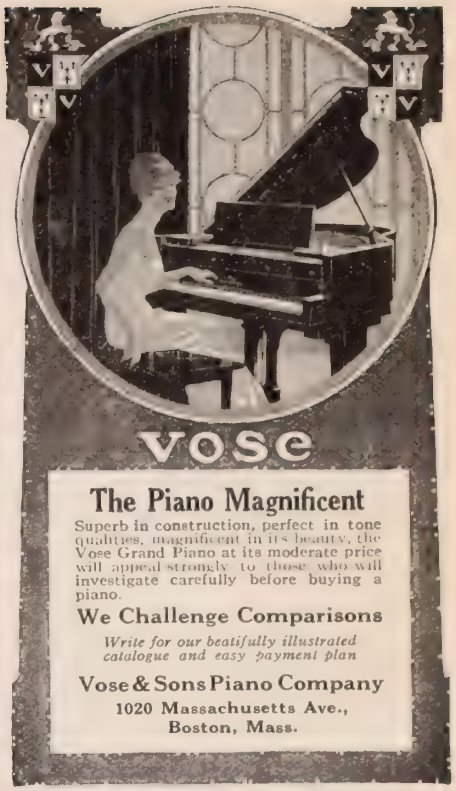
On the day of the Bankers' Outing, our Mr. Walstrum was appointed official flagman, and Mr. Willis was in charge of the entertainment committee.

Questions to be Answered

Who sent Mr. Melis the bouquet of flowers?

Who was the pretty girl whom we saw at the Garden Theater with Mr. Eisel the other day? She was a peach, but the boys are afraid that Mr. Eisel is taking 'em to raise.

Why were Messrs. Harshberger and Nowlin, our platform boys, waiting on the corner of Charles and Baltimore Streets on Saturday night? All dressed up with nosegays adorning their buttonholes! Ah, we have our thoughts.



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Superb in construction, perfect in tone qualities, magnificent in its beauty, the Vose Grand Piano at its moderate price will appeal strongly to those who will investigate carefully before buying a piano.

We Challenge Comparisons

Write for our beatifully illustrated catalogue and easy payment plan

Vose & Sons Piano Company
1020 Massachusetts Ave.,
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Send No Money

Snap this bargain up right now before it is too late. Only limited quantity. Amazing underwear bargain. Greatest offer ever made. **Two Guaranteed $4 Each, Wool Unionsuits $5.75.**

Save big money on your underwear. Send postcard or letter today—this very minute, for these 2 beautiful perfect fitting heavy weight gray elastic rib unionsuits. Full cut. Seams reinforced and overcast. **Send No Money**—pay only $5.75 on arrival, no more; we pay delivery charges.

We Guarantee to refund your money if you can match these 2 wonderful **wool** unionsuits for $8.00. Order this amazing bargain this minute before it is too late. Just give name, address and breast measure.

BERNARD-HEWITT & COMPANY
Dept. U3612 900 W. Van Buren St. Chicago, Ill.

Every Baltimore and Ohio man in the Motive Power Department or in Engine Service should have this book

The Early Motive Power of the Baltimore and Ohio Railroad

By J. SNOWDEN BELL

Describes and illustrates the locomotives used on the Baltimore and Ohio Railroad prior to 1860. The history of locomotive development of the Baltimore and Ohio Railroad embraces nearly the entire history of motive power in America up to 1860

Fully illustrated and handsomely bound in cloth - Price $2.00

Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md.



Silver tray and pitcher presented to W. T. Moore

The handsome silver tray and pitcher in the picture were presented by the clerks at our Locust Point Piers to their former agent, W. T. Moore, who has been appointed foreign freight agent. The presentation was made by J. J. Geigan, assistant agent at the Piers, and short addresses were made by C. M. Shriver, assistant superintendent, and Agent J. M. White.

Mt. Clare Shops

Correspondent, Miss Mollie Albrecht,
Secretary to Superintendent

Superintendent of Shops

Merry Christmas!

Everything is just about the same in this dear old office. Poole is still shouting "Hydrostatic test" over the 'phone; Miss Davis is still embroidering; Marion is still running errands for his favorites; "Jim" Tatum is still having lots of trouble; Mr. Carroll is busy with the Safety Campaign; Miss Schafer is still busily tapping the keys; "Joe" is still writing out numerous passes —in fact, sailing is pretty smooth these days. Of course, during the election period there were several heated arguments, during which the Misses Schafer and Albrecht were called upon to uphold the dignity of the office (by voting for Harding), when the balance voted for Cox. Most of our men were wearing buttons with roosters on them, which said, "We'll crow in November;" but somehow, none of these roosters have done very much crowing since November 3. Things have been *very quiet*. Miss Davis is going to leave us the end of November, and we are sorry indeed. We'll all miss Helen, with her cheery voice over the wires, and we hope she won't neglect her Mt. Clare friends, even after she is married. Good luck, Helen!



"Hey, there! I'm F. W. Vernon, Jr., and I'm going to be a railroader when I grow up"

Car Department

The accompanying picture is of F. W. Vernon, Jr., son of F. W. Vernon, and grandson of W. D. Roehner, foreman in the Car Department.

Stores Department

The accompanying picture shows the fairer portion of the office of the Storekeeper. They are: Mrs. German, the Misses Thelma Offutt, Edna Bussard, Lida Oliver, Minnie Claypoole, Edna Ruhlman, Mary Snyder, Bertha Harman, Ida Buchanan, Mary Duke, Katherine McCaffrey. The two gentlemen on the picture, who are holding these fair damsels on the roof of the storehouse, are John Kurtz and J. W. O'Neill. I guess there are quite a few who envy them their jobs.

Stewart A. Peters has been appointed chief clerk to the storekeeper at Mt. Clare, vice Harry E. Litchfield, transferred to Brunswick, as storekeeper. We welcome him into our fold, and hope that his stay with us will be a long one.



Office force of Stores Department, Mt. Clare

Tool Department

Lester L. Robinson, carried on our payroll as machinist in this department, has been transferred to Cumberland, where he has been appointed shop draftsman and apprentice instructor. Mr. Robinson left many friends at Mt. Clare, all of whom wish him the best of luck, and hope that he will have just as large a following of friends at Cumberland as he had at Mt. Clare.

As long as the Magazine has been in existence, nothing has been said about "Miss Julia." We are now going to make up for lost time, and tell you a little something about her. Miss Julia has been stenographer in No. 3 Machine Shop office since her arrival at Mt. Clare, over three years ago, and you can ask any person in the Tool Room or No. 3 Machine Shop whether she has ever refused to do anything for them, and they will immediately tell you, "No!" Miss Julia is easy-going, and never allows herself to become ruffled. (And that's more than a lot of other Mt. Clare stenographers and secretaries can say!) This is just a little note to say that if she ever decides to undertake a *new position*, we wish her all kinds of luck!

Engineer of Tests

"Judge" Harry W. Harman gave the boys of the Test Bureau the slip, and got himself a little wife. When the "Judge" came back (after the ceremony), the boys asked him how he liked her; he said, "Oh, well!", but we are not sure if his answer was spelled with a W or H.

Harry G. Franck, better known as "Miss" Franck, the new arrival in the Chemical Laboratory, took a trip to Atlantic City, and while there met a young lady, Mabel, who hails from Lancaster, Pa. (Isn't it queer what attractions the little country clinging vines have for our city grown sturdy oaks!) Harry now carries a number of trip passes to this burg, and is always singing:

"If I can't have the girl I want,
I don't want no other."

Accounting Department

H. T. Beck, accountant, Mt. Clare, has been appointed chief clerk to the assistant auditor of disbursements. We wish him all kinds of luck in his new position, and we will miss him at Mt. Clare. Mr. Beck was always ready to give a helping hand to any needy person coming his way, and there have been lots of us who needed a help during his four-year stay at Mt. Clare. We are glad he isn't going any further away than the Central Building.

L. W. Fowler has been appointed accountant, vice Mr. Beck. Mr. Fowler is known to many of the Mt. Clareites, and we welcome him heartily into our midst, for he is a "jolly good fellow." Just as soon as the rest of Mt. Clare knows him, they will all shout for him.



Frederick Anacker and his grandchildren

The accompanying photograph is of Frederick Anacker, finishing shops, Mt. Clare, with his two grandchildren, James Frederick Lane and Margaret Blanche Lane. The picture was taken at Mr. Anacker's home at Morrell Park. James, the little fellow seated comfortably on grandpa's lap, is just 18 months old and weighs 35 pounds. Margaret Blanche is quite grown up, being four years old and quite capable of caring for her Teddy bear. Mr. Anacker is 54 years old, and has been in the service of the Company for 26 years. He is mighty fond of his grandchildren, as anybody else would be of youngsters like these. He has two others: Elizabeth, who is seven years old, and Adele Alma, who is six. Mr. Anacker is a Veteran and his wife is a member of the Ladies' Auxiliary.

Baltimore Division

Correspondent, W. H. Tarr, *Superintendent's Office*, Camden Station

The regular monthly meeting of the Divisional Safety Committee was held on Wednesday, November 10, with Superintendent R. B. White in the chair. Matters pertaining to the safe operation of trains on the Road were discussed by Mr. White and points not heretofore discussed at our meetings were explained and were of interest to all those concerned in the safe operation of the Road.

The accompanying photograph is of little Miss Dorothy Elizabeth Ditzel, the attractive daughter of G. J. Ditzel, machinist, Riverside Shop.



Little Miss Dorothy Elizabeth Ditzel

No-Accident Acrostic

By G. W. Johansen

Operator, Holmes, Pa.

N ever cross the tracks before you stop, look and listen.
O ur hearts are in the right place, show it.

A lways bear in mind
C arelessness
C auses
I njuries and
D eath, which
E nergetic employs
N ever fail
T o impress upon our minds.

C annot we all get together
A nd push our division ahead?
M ake every minute count for better.
P ull hard, boys, and push hard, too.
A ll working as we should together,
I nch by inch we will gather in
G ood results that will never fail.
N ow is the time, boys, our division shall win!

During the month of October, the Baltimore Division handled the traffic to and from the Laurel Race Track. There were 152,000 passengers handled with no serious injury to anyone. The handling of this number of passengers without mishap is a source of gratification to the management.

Hamilton Watch

"The Railroad Timekeeper of America"





Engineer Frank R. Lippincott pilots the "Twentieth Century Limited" out of Chicago on its first lap to New York. A real veteran is Engineer Lippincott—an engineer for forty years, and pilot of the "Century" since that famous train was first inaugurated. A quarter of a century as engineer on one of the world's fastest trains qualifies a man as a judge of watches. Engineer Lippincott carries a Hamilton—has, for the last ten years.

A Railroad Watch must be unfailing, like the air-brake

Safe railroad service depends on air-brakes, and on accurate watches. Like the air-brake, the railroad watch *must* be reliable. And the Hamilton is a timekeeper trusted by railroad men, with all their deep sense of responsibility for human life.

Truly dependable, every Hamilton is made right. With proper care it will stay right throughout a long lifetime of usefulness. The Hamilton is truly a fitting and appropriate gift for the young railroad man who is just breaking in, or for the veteran to whom associates would pay honor.

All the Hamiltons, from the bracelet models women wear to the timepieces which set the wheels of engines revolving, are reliable watches. Prices range from $40 to $200. Movements alone, $22 (in Canada $27) and up.

Send for "The Timekeeper"—our booklet which tells how a fine watch should be cared for. The different Hamiltons are illustrated and the prices given.

HAMILTON WATCH COMPANY, *Lancaster, Penn.*



Right: Passenger Brakeman Stone and wife

The accompanying photographs were taken on the flower farm of Passenger Brakeman W. H. Stone, Gaithersburg, Md. This year Mr. Stone's large and handsome collection of dahlias and Chinese asters attracted much attention, and the products of his garden found ready sale by the florist at Washington Terminal. Mr. Stone's home is one of the show places at Gaithersburg, a terminus for some of our local trains on the Metropolitan Branch. Mr. Stone himself has become quite a connoisseur in the art of growing flowers and takes great pride in his work. He has many friends among the children of the neighborhood; a group of these enjoying a pleasant visit to the flower gardens is shown in one of the photographs.

As the people of the United States have chosen their leader for the next four years, our division looks forward to the handling of an unprecedented crowd for the coming inauguration on March 4, 1921.

Here is a picture of our attractive station at Holmes, Pa., and our representatives at that point. The men, left to right, are: H. S. Hartman, agent-operator; P. J. Lynch, clerk; H. K. Hartman, division operator.



Holmes Station and the people who work there

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

A Merry Christmas and a Happy New Year to Everybody!



A happy group of little children in the beautiful gardens of Mr. and Mrs. Stone

And why should we not have a Merry Christmas and a Happy New Year? The election is over; the tremendous upheaval of the past few years has quieted down to a considerable extent, the entire world shows signs of returning to something like a normal condition, and the glad season is here when the blessed thought of GOOD WILL TOWARDS MEN will take the place of the fearful thought of War and Bloodshed; the season when PEACE ON EARTH seems to be almost an assured fact, and we are called upon to give GLORY TO GOD IN THE HIGHEST, who has brought us through our times of trouble.

Our thought is now of preparation for the great inaugural ceremonies of next March.

When things become topsy-turvy in the railroad yards and, instead of being a freight station, we are suddenly converted into one of the largest passenger stations in the country, it is an exciting time.

There have been the usual changes in our force lately. Miss Elizabeth Taylor, carbon clerk, and Milton McGovern, assistant agent's stenographer, have both left us to seek other "worlds to conquer." We wish them all success in their new ventures. Kenneth E. Ardinger comes to us as carbon clerk, and Henry E. Keane and W. E. Costello are busily engaged as freight bill clerks. We welcome all newcomers to the fold, and hope to see their faces with us for a long while.

Miss Gladys Beall, who was very ill for quite a long time, has returned to her desk fully recovered. Thomas E. Frye, chief delivery clerk, who was obliged to stay home on account of sickness, has returned to his duties. We all are glad to welcome back those who have been sick, and sincerely hope that it will be a long time before they are obliged to be absent for the same reason.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
R. G. ALLAMONG, *Secretary, Y. M. C. A.*
RUTH M. CHEUVRONT, *Office, Mechanical Engineer*

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

Merry Christmas!

H. E. Gulick has been appointed watchman, suceeding E. M. Boyko, assigned other duties.

In the interest of increased car loading several of our foremen, particularly loading foreman G. C. Conley, deserve mention for their efforts to work out a tie loading device for loading freshly treated ties into closed cars. One of these devices, made for us in Martinsburg, while not developing the speed we desired, has proved fairly successful in increasing carload loading. Our plans are now being further perfected by our chief engineer, Maintenance of Way.

Purnell Jackson Brill

On the evening of November 6, as the dark hand of night was pushing the sun beyond the western hills, the spirit of one of our most dependable employes returned to its Maker, after an illness of eleven days.

Purnell Jackson Brill, son of Joseph and Annabelle Brill, was born at Doman, W.Va., December 28, 1881. He married Sara May Ruckman, daughter of Wright W. and Lucy C. Ruckmann at Cumberland, Md., on November 2, 1911, who, with three sons, Omar, age eight, Boyd, age four and Charles, age six months, survive him. He also leaves two brothers, Simon S., of Doman, W. Va., and George B., of Cleveland, Ohio.

Mr. Brill was in the service of the Baltimore and Ohio some years ago but left it to take care of his parents at home. He last entered Company service on June 1, 1917, and on November 15, 1917, was appointed stationary fireman, which position he ably filled until his death.

M. Skelley, G. W. Robinson, G. N. Teeters, C. C. Ricewick, J. R. House and J. J. Foley, boiler room and plant employes, as pallbearers, sadly carried the remains from his home to the train and, as the Plant whistle was blowing, placed it aboard the train to be carried to its last resting place, accompanied by beautiful floral tributes from the Plant, his organizations and friends.

G. H. Strople, supervisor, New Castle district, was an interested visitor at the Plant recently. He had been using treated ties and was anxious to see where they came from.

J. R. Myerly has been temporarily assigned to the duties of treating inspector with the American Creosoting Co., Marion, Ill. A. E. Irving, tie inspector, has been appointed treating engineer, vacancy of J. R. Myerly.

While we have received no official notice, we have been reliably informed that Ralph G. Smith, our estimable express agent, and Miss Exzena May Montgomery, daughter of R. Montgomery, engineer, were quietly married in Cumberland on November 4, at the M. E. Parsonage, Rev. M. L. Schlinke officiating. They have our best wishes.

Audrey Geneva Nixon, daughter of Hostler and Mrs. R. D. Nixon, born October 31, died on November 4. The bereaved parents have the sympathy of the Plant employes, especially of those of us who are parents.



Brother C. H. Davis, Martinsburg Veteran, and his bride

C. W. Lane, formerly supervisor at the Plant, has sold his home on the Romney Road, which has been occupied by J. D. Rockwell, to C. G. Haines of Spring Gap. Mr. Rockwell has moved his family to Green Spring.

Mr. and Mrs. J. W. Twigg gave a delightful party on the evening of October 30 in honor of Miss Frances Lee Twigg's 21st birthday. Music, games and refreshments were enjoyed until a late hour. Some of those who were present are: Mr. and Mrs. C. L. Kittle and daughter Carolyn, Mr. and Mrs. G. C. Conley, Mr. and Mrs. E. E. Alexander, Mr. and Mrs. J. W. Twigg, Mrs. J. C. Alexander and daughter Amy, Mr. and Mrs. R. G. Smith, Messrs. H. M. Whitford, W. F. Kesler, W. H. Smith, Garland Myerly, Worthington Kline; Misses Geneva Kline, Elizabeth Sisler, Minnie Catlette, Georgie Gurtler, Lavine Nelson, Edna Foley, Evelyn Barrager, Daisy Smith, Mary Robinson, Frances Lee Twigg, Marie Twigg, and Master William Twigg. Miss Twigg received several useful and beautiful presents.

Martinsburg Shops

Correspondent, W. L. STEPHENS

Merry Christmas!

Robert G. Turner, drill pressman, died at his home, 116 North Center Street, on Saturday, November 6.

Mr. Turner was 38 years old. He entered the service of the Baltimore and Ohio as an employe of the frog shop, and by his efficiency and earnest efforts, earned a number of promotions. About two years ago he was taken ill and never recovered. He was an earnest Christian, a devoted member of the First United Brethren Church, and a member of Tuscarora Lodge No. 24, I. O. O. F. A widow and one son survive.



Robert G. Turner, drill pressman, Martinsburg Shops

The accompanying photograph is of one of our veterans, Brother C. H. Davis, and his bride. Brother Davis is leading machinist in the Frog Shop at Martinsburg. He recently informed the boys around here that he was tired of leading a lonesome life. The result was that he proved his excellent judgment when he picked out such a handsome wife. He deserves credit, and the Martinsburg Veterans extend their hearty congratulations and best wishes to the happy couple.

Brakeman Charles Lee Duke and Miss Marjorie Smith were recently married. After a wedding trip to Chambersburg, Philadelphia, and New York, they will be at home, 323 Boyd Avenue.

The shop boys extend their deep sympathy to their fellow workman, William Brannon, in the loss of his two children, James C., age three years, and Loretta Virginia, age five years. The little ones were ill of diphtheria for only a few days. Their brother Calvin was also very ill, but we are grateful to say that he has recovered.

Mrs. Nettie Grimes, widow of Trackman Clarence Grimes, died at her home on North High Street, this city. Mrs. Grimes was an active member of the Ladies' Auxiliary of the Baltimore and Ohio Veterans' Association.

At the time of this writing, the No-Accident Campaign is in full swing, and perhaps by the time that this goes to press we shall know the names of the winners and of the winning division. Let us continue the spirit of the campaign indefinitely. Soon winter will be upon us with its snow and ice. Gather up all of the loose material, all boards with nails protruding, and anything over which the snow might make a trap or snare for some unsuspecting person. This is one way in which everybody may help.

Turn to the Veterans' Department of the MAGAZINE and read there of the doings of our Veterans and of the Ladies' Auxiliary.



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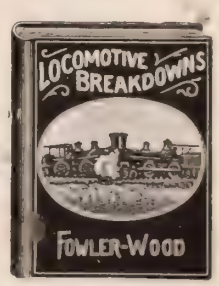
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Henry Montgomery

Keyser

Correspondent, H. B. KIGHT

It is with regret that we report the death of our pensioned engineman, Henry Montgomery, who passed away at his home in Center Street on November 18, 1920.

Mr. Montgomery was born at Springfield, W. Va., on December 11, 1853. In 1870 he moved to Westernport and took up his duties as blacksmith with the Baltimore and Ohio at Piedmont. He was married in 1882.

At the time of his retirement, Mr. Montgomery received a letter from Superintendent Cahill, who thanked him for the interest he had taken in his work and wished him many more happy years. Mr. Cahill stated also that, during all of the years of Mr. Montgomery's service, there had not been a notation placed against his name. He had been an engineman for over 37 years. He was a member of the Brotherhood of Locomotive Engineers and of the Odd Fellows.

The funeral took place on Sunday, November 21, and was in charge of the Brotherhood of Locomotive Engineers. Interment was made in Queen's Cemetery.



"Meditation" as rendered by Miss Lena Vannort

He is survived by a widow, five children and four brothers. The children are: Erston, Clem and Bruce; Mrs. H. A. Edwards, of Keyser, and Mrs. John Spriggs, of Westernport.

We extend to Agent Charles Huth, of Piedmont, our deepest sympathy in the death of his father, Squire Charles Huth, Sr., which occurred at Piedmont on November 2.

K. H. Stover has been appointed agent at Keyser, vice G. W. Stell, who has been promoted to relief agent, with headquarters in Cumberland. Some of the employes do not know that we have a Free Circulating Library in Baltimore and that they can get any of the books from there free of charge. A list of the books is on file at the ticket office and anyone desiring to take advantage of our library, can look over this list, at anytime, and make their selections.

The former correspondent of the MAGAZINE at Keyser, Harry B. Kight, has returned to his old position as ticket clerk, after having been away for a while on a furlough. He has resumed his duties as correspondent again, and would appreciate having the fellows give him any news which would be of interest to the readers of the MAGAZINE.



Miss Mary Goldstrom, pass clerk, Glenwood

Pittsburgh Division

Correspondents

E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent

ELMER H. STOLTZ, Pittsburgh Freight Station

"Dan Cupid" has been lurking in these parts lately, and has bagged quite a lot of game. Two of his most recent victims are Frank McDonough, an employe of the Division Accountant's office, Pittsburgh, and Miss Pearl Dwyer, index clerk, Car Distributor's office at Pittsburgh. These two recently signed articles of agreement for the life "bout" and we extend to them our congratulations and best wishes.

In these days when the nation is "dry" and the spirit of the "bootlegger" is rampant, and we are thrilled with stories of exciting raids, and the destruction of moonshine stills, and hairbreadth escapes, etc., the desire to "bowl" has been manifest to a large extent among the employes of the general and local offices, but fortunately, not in the spirit which the foregoing would imply.



Charles Francis, veteran clerk in Roundhouse

In response to a request from the Welfare Department, several meetings were held recently which resulted in the formation of a Bowling League, consisting of eight teams, to be known as the Baltimore and Ohio City Office Bowling League. The following officers were chosen: President, Earl Tovey; secretary, C. J. Weaverling; treasurer, C. H. Durant, chief clerk to Superintendent Beltz.

Fortunately, we have been able to secure the new alleys at the Monongahela House. This organization is affiliated with the Baltimore and Ohio System League and the Pittsburgh Division team will participate in all scheduled contests as arranged for by that organization, and will enjoy all rights and privileges extended thereby. Much enthusiasm has been aroused, and it is felt the pin boys will be kept busy this winter setting 'em up in the alley.

It is expected and hoped that the contests staged by the different teams during the progress of the season will stimulate and create a keen rivalry and will provide an



Nice to have a good, strong shoulder to lean on, isn't it? Ask J. K. Murray who she is

enjoyable evening every now and then, not only for the players themselves, but for the spectators as well, so come over to the "Mon" House, as it is familiarly known, on any Tuesday evening, pick out your team, and root for dear life.

The formation of a Bowling League by the "boys" has created a desire upon the part of the ladies to indulge in the same sport, and they are holding meetings now with the avowed intention of going and doing likewise. At this writing plans are in the making, and we'll venture to say that before long our lady friends will be rolling them down the alley with as much vigor and enthusiasm as the "boys."

Here is the picture of one of the charming employes of the Division Accountant's office, taken this summer as she sojourned amid the Berkely Hills, her sobriquet, "Meditation." Her name? Oh, yes, we forgot. This is Miss Vannort. Girls, let us have your pictures, or let us get them as we got this one, and, honest to goodness, we'll do our best to say something nice about you.

In the formation of the Men's Bowling League, an idea was born which augurs well for the subject of Welfare insofar as the Pittsburgh Division is concerned. At this meeting it was conceived that the formation of a Welfare League here would be an excellent thing to promote good fellowship and better feeling among the numerous employes of the various departments, and so, with that end in view, a meeting was called for November 5 in the office of the Terminal Agent at Pittsburgh. This meeting was attended by some 60 or 70 employes, and resulted in the selection of temporary officers, and the appointment of committees looking forward to the formation of a permanent organization, of which more will be said in these columns.

Glenwood Shops

Correspondent, FRANK RUSH

Born to Material Supervisor and Mrs. B. H. Rush, a bouncing 10-pound baby girl, Dorothy May.

The accompanying photograph is of Miss Mary Goldstrom, pass clerk in Superintendent of Shops' office. Miss Goldstrom is planning to take a six months' vacation in the South for her health. We will miss her smiling face in the office and we hope that the vacation will restore her to good health.

W. H. Steppe, leading car inspector, Glenwood, has taken unto himself a wife. Congratulations! (Don't forget the smokes, Steppe.)

The accompanying photograph is of Charles Francis, veteran clerk in roundhouse, Glenwood, and his grandson.

Here is a picture of J. K. Murray, formerly receiving clerk in the Stores Department, Glenwood. We are unable to give the name of the young lady in this picture as she seemed to be very bashful at the time it was taken. Mr. Murray has since been transferred to Foxburg.

It was with regret that we learned of the death of Blacksmith N. M. Becker, Senior. Mr. Becker has been in our service for a number of years and was well known and liked by all employes here.

S. A. Bearl, upholsterer, Glenwood, has been on the sick list for some time. We hope that he will be well soon.

Joseph Hannoway has recently been advanced to the position of machinist at Glenwood Back Shops.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*, Grafton, W. Va.

MARY C. LEEDS, *M. P. Clerk*, Grafton, W. Va.

LEOTA GRIFFITH, *Clerk*, Agent's Office, Grafton, W. Va.

JUANITA LOCKHART, *Clerk to Trainmaster*, Fairmont, W. Va.



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☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ BUSINESS MANAGEMENT
☐ Round House Foreman	☐ Private Secretary
☐ Trainmen and Carmen	☐ Stenographer and Typist
☐ Railway Conductor	☐ Mathematics
☐ MECHANICAL ENGINEER	☐ SALESMANSHIP
☐ Mechanical Draftsman	☐ ADVERTISING
☐ Machine Shop Practice	☐ Railway Mail Clerk
☐ Toolmaker	☐ CIVIL SERVICE
☐ Boiler Maker or Designer	☐ ELECTRICAL ENGINEER
☐ Gas Engine Operating	☐ Electrician
☐ CIVIL ENGINEER	☐ Electric Wiring
☐ Surveying and Mapping	☐ Elec. Lighting & Railways
☐ R. R. Constructing	☐ Telegraph Engineer
☐ Bridge Engineer	☐ Telephone Work
☐ ARCHITECT	☐ MINE FOREMAN OR ENG'R
☐ Architectural Draftsman	☐ Stationary Engineer
☐ Ship Draftsman	☐ AUTOMOBILE OPERATING
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☐ Spanish
☐ French
☐ Italian

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The Shop Boys' Christmas Wishes

By Mary C. Leeds

'Twas just before Christmas, and all through the shop,
The machinery was humming, like it never would stop.
The employes looked anxious, wond'ring could they expect
To receive before Christmas, another pay check.
Planning how they would spend it, how far it would go
Towards buying the presents, and candy—when lo!
Out in the big roundhouse there arose such a clatter
The men all came running to see what was the matter;
Machinists, pipe-fitters, e'en the master mechanic,
Fireknockers and laborers, 'twas almost a panic;
"Shot" Malone caused it all, with his head in a whirl,
He was crying for Santa to bring him a girl.
After promising Charley to do what they could
To get him a girl—and they thought Santa would—
Someone suggested: "Let's forget we are men,
Let the spirit of Christmas make us children again,
Let's be care-free and happy like innocent boys,
All watching for Santa with his sack full of toys.
In fancy, let's hang up our stockings and say
What would please us the most to receive Christmas Day."
The M. M. came first, genial W. B. P.
"What I want for Christmas? That's plain, can't you see?
"The engines all ready when called—no delay,
Not only on Christmas—all the time, every day."
What for you, Mr. Hollis (the M. M.'s chief clerk)?
"That's easy," said he, "a force that won't shirk,
With letters all answered, reports up to date,
My day would be happy, I'm here to relate."
General Foreman "Joe" Hussion said, "I'll tell you quick,
My wish is for fireknockers, the kind that will stick."
Said busy "Bill" Hodel, "I care not for wealth,
What I wish for the most is simply good health."
Shop draughtsman Wiles: "Good specs give to me,
Far-sighted ones, too, that will help me to see
That check for back pay that I've looked for in vain.
Something's needed at once to relieve my eye strain."
Roundhouse Foreman Haislip said, "I'll tell you *true*—
A lot of new engines and less work to do."
Clarence Dotson, Road Foreman, didn't need to think twice,
"To right engine failures, a patent device."
Said Bertha, the vamp, "I will be happy when
Old Santa rounds up some more good-looking men."
Said Mary, the file clerk, "What I really need
Is some good anti-fat, a brand guaranteed."
"My wish," said Hans Miller, "That won't take a minute,
A nice office I want, and my clerks to stay in it,
No neighborly visits, no talk of the dance,
I guess that's about all"—"Hans, come out of your trance!"
Said Ruby, the check girl, "It can't be denied
That I wish the brass checks would commit suicide
By hanging themselves, say twice every day,
Then that duty, unpleasant, would be out of the way."
"No presents for me," said McProudy, contrary,
"Just see, Mr. Santa, that my Christmas is *Mary*"
"I wish," said Frank Keane, "there'd be no objection
From any official on my engine inspection."
Our wire man, Hall, said "Without any jolts,
The juice to run smoothly, about one hundred ten volts,
To one hundred fifteen, on chart of volt metre,
Then no complaints would I hear, and my life would be sweeter."
A. J. Meyers and "Bill" Parkhill: "We want greaseless grease,
Smokeless smoke, and white soot, then at home we'd have peace.
This request may sound strange but, here's what we mean—
We'd look, though soot covered, as though we were clean."
Said Williamson, helper, "How happy I'd be
If on my green sweater, another stripe I could see."
"Mr. Santa, remember" spoke up Tommie Madden,
"A pass for All Lines if my heart you would gladden."
Said little "Red" Francis, reaching out with both hands,
"I want oodles and oodles of nice rubber bands."
From way back in the crowd then Will Graham spoke,
"Just something to laugh at. I enjoy a good joke."
"Hug" Henry and Ringler: "We want sinew and muscle
That we victors might be in the next football tussle."
Clyde Barnes, of the Store Room, said "Please may I speak,
And ask Santa for shoes, the kind that won't squeak?"
Just then a queer noise, so peculiar, so rasping,
The men were all scared, for breath each was gasping,
'Twas Isaacs, the fireknocker, with laugh so sardonic,
Saying: "I wants for Christmas a barrel of hair tonic."
S. White, the six-footer: "Won't the timekeeper see
That I'll never be short, and full pay comes to me?"
Said "Happy" Casteel, "Christmas won't be complete
Without noodle soup and chicken pot-pie to eat."
Said Power Plant "Babe" Phillips: "My wishes are small,
All my men out each day, and a pencil, that's all."
"Polite" Billy Grow said, "I've lots of new wishes,
The first that my seals will have plenty of fishes."
While off in a corner stood more of the men,
All widowers and bachelors—Sam Wolfe, and Ed. Wren,
J. L. Grow and Wait Bartlett, Red Shingleton, Hussion,
All talking at once; 'twas an earnest discussion.
The others were curious to know what 'twas about,
Harold Hailip sneaked closer to try to find out.
Bartlett turned, when he saw him, and said, "Oh! the dickens!
Who wants turkey for Christmas? This bunch prefers *chickens!*"
Others were waiting, their wants to make known,
But they had to disperse, for the whistle had blown.
But into each heart the glad Christmas spirit
Had left "peace and good will." Everyone there could feel it.
Each said to the other as he went on his way,
"May you and all yours have a glad Christmas Day."

Grafton

Merry Christmas!

T. A. Deegan, platform foreman, freight station, Grafton, spent a few days visiting his brother at Lima, Ohio.

J. P. Jeffries, who has been ill with rheumatism for some time, has sufficiently recovered to return to his duties as tallyman.

Miss Elizabeth Shroyer has been appointed stenographer at local freight office, vice Miss Bernice Larue, resigned.

L. M. E. Parrish, waybill clerk, is filling the position as weighmaster.

A certain young lady would like to know just how Burrett keeps his hair combed so nicely all the time.

Fairmont

H. H. Tederick, supervisor of the Fairmont-Grafton Sub-Division and Paw Paw Branch, is with us again after a vacation.

W. T. Hopke, master carpenter, has resigned after 31 years of well rendered service. Mr. Hopke was well liked by all and is much missed. It is with regret that the Company loses such valuable men. His vacancy is filled by D. B. Taylor of the Chicago Division.

H. E. Whitemer left us for Parkersburg, A. H. Tanner, from the C. & O., filling his place. Mr. Tanner is genial and has made many friends. We are sure he will be a "hum-dinger" when it comes to getting the power out.

Miss Louise Kildare, stenographer to the general foreman, Fairmont, has resigned to accept a position with the Hon. U. A. Knapp. Miss Kildare's position is filled by Miss Valera Morgan of Elkins, W. Va.

Miss Grace Arnett, work report checker, and Carl Stutler, chief caller, second trick, both of Fairmont, were married on October 24 by the Rev. Bromfield.

Motive Power Department

Miss Leonore Baker has been appointed timekeeper, Master Mechanic's office, to fill the vacancy caused by the transfer of Miss Regina Coulehan to the office of Division Accountant.

"Among those present" in the list of successful candidates at the election were two of our men, L. E. Burdette and W. J. Mays, who were elected to fill the offices of clerk of the Circuit Court, and Sheriff of Taylor County, respectively. The large majority of votes that each received shows his popularity with not only his fellow men, but with the ladies as well. Congratulations, boys!

Read the accompanying "poem" to the tune of shivery music:

Little "Bob" Heflin sat by the church,
Of his future wedding day he was planning,
A big sewer rat on his trouser's leg sat,
And tears from "Bob's" eyes came a-streaming.

Safety First

If in your clothes there comes a tear,
Safety first!
Of common pins beware, beware!
Safety first!
For if you trust to a common pin,
Your troubles then will just begin,
A bigger tear will come ag'in,
Safety first!

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*, Weston, W. Va.

"Peace on earth, good will towards men." Greetings from the "Mountain State." The good old Yuletide will be with us when this MAGAZINE reaches you, and this is a good opportunity to wish everybody on the Charleston Division a Merry Christmas. The Charleston Division boys and girls also extend their good wishes to every one on the Baltimore and Ohio—the BEST Railroad in the world—from top to bottom. For hundreds and hundreds of years the same old wish has been echoed down the ages, and yet today it is as new and as heartfelt as ever.

The New Year will be with us also before another MAGAZINE can reach you. The year which draws to a close will go down in history as full of many remarkable happenings, among the principal of which we find the return of the railroads to their owners, the drive for Car Miles, the drive for Heavier Loading of Cars, the No-Accident Campaign, and last, but not least, the Presidential election. May our efforts in the year 1921 continue with the same strength and enthusiasm, and may their results be even better than those we have shown for 1920. Let us all take to heart the old wish, "Peace on earth, good will towards men," and bring it into use in our daily lives, in our contact with our fellow employes, and in our contact with the public, and let our watchword at all times be, "Do unto others as ye would they should do unto you." The results will speak for themselves.

Accidents Are Due to Thoughtlessness—Think!

And now, by the way, looking around in our travels over the division, we see many wonderful things. If you were to have the dearest wish of your heart granted to you, HOW WOULD YOU LIKE TO SEE—

J. C. Kinton—WITHOUT A PASSENGER TRAIN LATE.

W. C. Deegan—WITHOUT A DERAILMENT REPORT.

S. W. Pickens—WITHOUT HIS STOGIE.

M. McCormick—WITHOUT HER SISTER'S HAT AND COAT

"Al" Mason—WITHOUT A GIRL.

J. P. Ryan—WITHOUT AN ALIBI.

Inez Young—WITHOUT ANY "R" STUFF.

John Staples—WITHOUT A CIGAR.

Sylvia Miller—WITHOUT ANY BAGGAGE CHECKING TO DO.

W. E. Severns—WITHOUT HUNGER.

W. H. Schide—WITHOUT A TROUBLE IN THE WORLD.

R. Brooke—WITHOUT A CAR OF SLAG ON HAND.

P. D. Marsh—WITHOUT AN ENGINE FAILURE TO TALK ABOUT.

D. Justice—WITHOUT A QUARANTINE.

B. F. Moore—WITHOUT A BAD ORDER ON HAND.

M. Hayden—WITHOUT A DIAMOND.

V. Hickman—WITHOUT (NAMES NOT FAIR).

B. Tierney—WITHOUT SOMEONE TO TAKE A RIDE IN HER AUTO.

Ethel Kellar—WITHOUT A BOX OF CANDY.

The Correspondent—WITHOUT NOTE BOOK AND PENCIL.

C. W. Dixon—WITHOUT A KICK FROM A MINE OPERATOR ON HIS DESK.

A. Teskey—WITHOUT AN EXCUSE THAT THE WIRES ARE DOWN.

C. M. Criswell—WITHOUT A CLAIM TO SETTLE.

And finally, HOW WOULD YOU LIKE TO SEE THE CHARLESTON DIVISION without an accident or personal injury during the No-Accident Campaign?

Stop, Look, Listen and Think. Avoid Accidents.
If You Get Hurt, See a Doctor, Quick

Our sincere sympathy is extended to Agent J. A. Bridge of Holly Junction, in the recent death of his brother.

We are pleased to record that Mrs. G. L. Nicholas, wife of a member of our Safety committee, is entirely recovered from a recent attack of typhoid fever. Harry, the six-year old son of Road Foreman Marsh, is also well on the way to recovery from the same disease.

While traveling recently on Train 57, the through Grafton to Charleston service, the writer had occasion to take a meal in car 1056. We hear many complimentary remarks made about the Baltimore and Ohio



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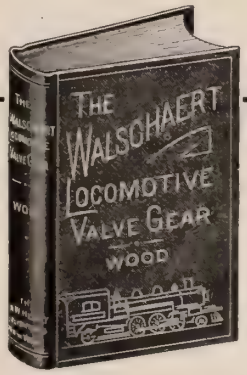
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FOR SALE BY

BALTIMORE AND OHIO MAGAZINE

Mt. Royal Station, Baltimore, Md. **Send Check or Money Order**



A little Berry in a summer garden is Louise Mabel, Daughter of Conductor and Mrs. C. W. Berry, Gassaway, W. Va.

service, and they are certainly justified in every way. The steward in charge of this car is R. E. Whitcomb, and his popularity with the travelling public is deserved. Good food, good service, and courtesy are the watchwords of this car. In justice to Mr. Whitcomb it should be said that he had no idea who his patron was in this case, and the service was therefore the same as that given to passengers of any class. This shows just what he is doing to make the Baltimore and Ohio dining car service stand for all that is good. Mr. Baugh is to be congratulated on his representatives on this division.

Advice has just been received of the death of I. N. Kalbaugh, who for many years was located at Gassaway. His many friends extend their sympathy to his family, and the Safety Committee of the division, by resolution at their last meeting, instructed that a letter be written to Mrs. Kalbaugh expressing their sympathy. Mr. Kalbaugh was born in 1844, and first commenced work on the Baltimore and Ohio as a machinist apprentice at Piedmont in 1860; he was promoted to machinist and then in 1866 to general foreman at Parkersburg. After this his promotion was rapid, he being successively master mechanic at Cumberland, Piedmont, Mt. Clare and Pittsburgh. In 1896 he was appointed superintendent of motive power at Mt. Clare, and in 1899 to the same position at Newark. In 1907 Mr. Kalbaugh accepted the position of superintendent motive power of the old Coal and Coke at Gassaway, and when that company was taken over by the Baltimore and Ohio, he was retained as division master mechanic at the same place. At the time of his death, Mr. Kalbaugh had been in the service of the Baltimore and Ohio for about 60 years, and was holding the position of assistant superintendent maintenance of equipment, all divisions.



"Who wants to know? I am Forrest Lee Young and my daddy is Conductor W. M. Young"

Miss Alice Rice of the Superintendent's office has been transferred to the office of Division Engineer Brooke, as private secretary to the division engineer, due to the resignation of Miss Yokum, who has returned to Elkins.

Roy L. Sargeant has been appointed inspector of accounts, Division Accountant's office, Weston. Congratulations!

We welcome to our city C. McOsker, who has recently arrived to take the place of "Mike" Walus, chief clerk to the division accountant. Mr. McOsker comes from Seymour, Ind., but says he thinks Weston is "some city" after that small village.

At our No-Accident Campaign rally in Weston, we were glad to note C. A. Plumly, superintendent telegraph, J. S. Calvert, superintendent of the Western Union Telegraph Company, Philadelphia, and Section Foreman Goodwin, of Elkins. They came from all parts to help us.

Our Photographs

Here we see C. E. Rozzelle, assistant division engineer, Weston, W. Va., who was recently transferred to Pittsburgh.

The little fellow seated by the garden gate is Forrest Lee, the son of Conductor and Mrs. William Young, of Gassaway. Forrest is just one year old.

This dainty little maiden is Louise Mabel, the little daughter of Conductor and Mrs. C. W. Berry. Mr. Berry is an old-timer and runs the Gassaway-Elkins local.

Miss Alice Rice, the recently appointed secretary to the division engineer at Weston, is shown in the accompanying picture with "Mike" Murray, formerly clerk to the captain of police at Weston, but recently transferred to Grafton as yard clerk. Does anyone wonder why he did not want to go?

The principal item of interest on this—as well as every other division on the System—during the month has been the No-Accident Campaign, our fight to make the Baltimore and Ohio the safest Railroad in the world. At the time of writing, the period set aside for the campaign is half gone. We stand third on the System, with one injury and one derailment charged against us. We are making a strong fight to avoid any more of them, and hope to win the pennant yet. The boys and girls on the division have made a good fight, and every one has done his share.

On October 21 we fired the first gun in the campaign by having a large open meeting for employes, their families and friends, in the High School Auditorium at Weston, at which meeting the principal speakers were Superintendent Trapnell, Dr. E. A. Fleetwood, our medical examiner, and Prof. F. R. Yoke, of the Weston School Board. The thanks of the Charleston Division are due the Professor and the School Board for the assistance they have rendered us, and also for the free use of the auditorium during the campaign. About 500 people were present, and an excellent musical program was rendered by our friends and employes.



C. E. Rozzelle

Arthur D. Gans, Safety picture exhibitor from Baltimore, brought along the new movie, "The Reason Why," which teaches some good lessons and was appreciated by all of us. Last but not least, our old friend "Billy" Mitchell gave us a few words of good advice.

Another open meeting was held in the Y. M. C. A. at Gassaway on October 26, at which there was a fine attendance, the only trouble being that the hall was not sufficiently large to accommodate all who came to help the good work along. The principal speakers were Superintendent Trapnell, Secretary Bowen, of the Y. M. C. A. and Mr. Fleisher, of Gassaway, while an excellent entertainment was furnished by our Gassaway employes and friends. Gassaway held another open meeting on November 9, at which there was an equally large attendance.

At Weston another open meeting was held on November 13, when the Governor of West Virginia, Hon. John J. Cornwell, and General Superintendent J. M. Scott were the principal speakers.

In passing, it should not be overlooked that the open meeting at Weston was also notable for its being the first appearance of the "Charleston Division Band," and the Gassaway meeting by the first appearance



Here they are—M. B. Murray, former clerk to captain of police, at Weston, and Miss Alice Rice, stenographer to division engineer

of the "Gassaway Band," both organizations being composed principally of employes of the division. The Charleston Division is to be congratulated on having two such fine musical organizations to call on in case of need. All credit to the boys who are giving up their time in this way, for the entertainment of their fellows! Too much cannot be said in their favor.

The regular monthly Safety meeting was held at division headquarters in Weston on October 14, and it was a truly remarkable one. Thirty-five members and some 15 visitors crowded into the superintendent's office and made a showing long to be remembered. Every member of the committee was present, all full of enthusiasm and ready with suggestions for the No-Accident Campaign. The open meetings at Weston have been arranged by sub-committees of the Safety Committee, consisting of the Misses Viola Hickman, Madge Hinzman and Margaret McCormick, Messrs. J. P. Ryan, P. D. Marsh and J. P. Reed; those at Gassaway have been arranged by Mrs. E. L. McCray, Mrs. Moore and Miss Nona Paisley, Messrs. J. C. Kinton, P. D. Hickey and F. A. Baldinger. Our sincere thanks are due to each and every one of them.

The Freight Claim Prevention Committee met in Weston on the evening of the fourteenth, and was also the best attended meeting we have had in some time, about 30 being present. We were exceptionally fortunate in having with us on that evening, Conductors Barrett, Bailes and Nordeck, all local men, who gave us a number of good tips from their many experiences. We were also fortunate in having with us Mr. Kiveling, inspector of the Traffic Bureau, who gave us an interesting address. We have reason to feel much encouraged for the outlook of our Safety and claim prevention work from the intense interest which is being manifested all over the division by everyone.

Help to Make the Baltimore and Ohio the Safest Railroad

In connection with the claim prevention work, it is with sincere regret that we have to note that "the powers that be "have seen fit to remove from our midst "Charlie" Criswell, by transfer, to the Monongah Division. Their gain is our loss. "Charlie" has been with us for some time and leaves a host of friends on the division. He has been in the service of the Company for about 38 years, and by his looks we should say he is good for as many more. He has held all kinds of positions, for many years being chief clerk to Mr. Graham, and also in charge of the Wheeling station. "Charlie" was principally remarkable on the Charleston Division for his originating a new song entitled, "CARS ARE ONLY EARNING WHEN THE WHEELS ARE TURNING." The marble palace and the patients in the hospital will miss his melodious voice. The hearty good wishes of everyone go with you, Charles, and we wish you every success on your new job. Don't forget, however, that old loves are generally the best.

Conductor H. W. Bell, on the day district run at Buckhannon, died on October 27, after a long illness. He entered the service as brakeman in 1904. Our sympathy is extended to his family.

L. R. Porter, travelling auditor on the Elk Line, calls our attention to the following newspaper clipping, expressing the view, with which we agree, that it is well worth printing in the MAGAZINE, for the purpose of bringing it to the notice of all our people.

"It is estimated that if every man would turn out a third more work for two months he would increase his wages one-third. This does not mean, of course, that he would receive one-third more money, but the price of what he must buy would be reduced so that the difference in the cost of living would be equivalent to an advance in wages."

Looks like good "dope" and worth trying.

The sympathy of every one at Division Headquarters is extended to Messrs. Schide, Pickens and Dixon on the death of their life's ambition, namely, the election of Governor Cox.

Mrs. W. C. Deegan, of Wheeling, was a recent visitor at Weston.

Reviewing events, it is remarkable how when a good man is required, the Charleston Division is always looked to to furnish him. "Mike" Walus, for a long time chief clerk to the division accountant, is another who has left us. He has been transferred to the same position at Seymour, Ind. As a small mark of the esteem and affection in which he is held here, the boys and girls, on the eve of his departure, presented him with a handsome pair of cuff links and a gold ring. Our good wishes go with you, "Mike." May the baseball fans on your new division appreciate you a little more than they did here.

Then again, they stole Elmer Wetzel from us. He was chainman in the Division Engineer's office. Needing a good man at

A Playground For All The People





Views in Ideal Park, Endicott, N. Y. Our workers' playground

ENDICOTT-JOHNSON

Shoes for Workers and Their Boys and Girls

ENDICOTT, N. Y. **JOHNSON CITY, N. Y.**

Connellsville, Elmer got the call. Poor Weston! Many fair hearts are sad today, Elmer, but we assume you will soon forget them and find new interests in your new home. We told you about losing Rozzelle last month. This time we show you his picture. He seems to have forgotten us, as no one has heard a word since his departure for the "Smoky City."

Wheeling Division

Correspondent, A. N. GANTZER

The Safety First League

Allow us to present to our readers this month a man whose heart and soul are on Safety. Painter Foreman W. E. McCombs, whose photograph appears here, together with a Safety design which he designed and painted, has laid down two sets of laws in connection with our Safety Campaign. Mr. McCombs is, no doubt, a shining example to his fellow employes at Benwood. Following are his ideas about Safety:

To the Safety Voters of West Virginia District

I am presenting herewith what is known as the League of Safety First, for your approval. Study these 10 points as laid down by the "Safety crank" who works for the protection of his fellow employes; see if you don't wonder why we can't amend these rules and carry the League of Safety First "over the top" for the Baltimore and Ohio. Then turn to the 10 modified points, which are for the betterment of your family, your fellow employes, and which will make the Baltimore and Ohio a safe place to work; for the public a safe road to use, and will set for other railroads a standard that will cause them to come over and say, "Well done, Baltimore and Ohio, we accept your League of Safety First."

10 Ways to DOWN the League of Safety First

1. Don't practice Safety.
2. Whatever you do, do it in an unsafe way.
3. Never wear goggles, use blue flags, or any other device to protect yourself.
4. If the work doesn't suit you, do everything you can against Safety.
5. Never accept advice from anyone; simply criticize the Safety Movement.
6. Get sore whenever a person talks to you in regard to the way you ought to observe Safety.
7. If the master mechanic or foreman asks you to give your opinion on the Safety Movement, tell them it doesn't pay.
8. Take no part in protecting yourself or those around you.
9. Tell everybody that the manufacturing of cripples is a good business.
10. Don't bother about telling anybody about Safety; let the other fellow do it; tell them you haven't the time for such trifles.

10 Ways to UPHOLD the Safety First League

1. Collect your Safety dividends.
2. Who says Safety doesn't pay? Show him that it does.
3. Strive to protect yourself and your fellows at all times.
4. Defend the life, limbs and reputation of employes against unsafe practices.
5. Assist in turning the Safety work of the Railroad into profitable employment, and advance the interests of worthy employes by all honorable and reasonable means.
6. Encourage everybody to stand up for and practice Safety.
7. Settle all Safety questions with your master mechanic and general foreman, and the personal injuries will ofttimes look out for themselves.
8. Encourage your fellow workmen to give a better grade of work through carefulness and obedience to instructions.
9. Advocate and elevate the social amusements of employes in order to set a standard for future generations.
10. Promote these Safety elements: Patriotism, Respect of Railroad Laws, Honor to our Flag, Protection of the Lives and Interests of our Loved Ones.



W. E. McCombs, painter foreman, and his Safety design

Benwood Shop

Correspondent, ANGELA J. APPLEGATE

Merry Christmas!

Mr. Garber has a fine bunch,
But they come to our office for lunch;
Of course, we will not mention a name,
But every one knows just the same.
Vic Haythorn, the principal clerk,
Is kept very busy at his work;
Bernadine Cooper has been sick,
And Pat G. declares her work is no trick.
There is Charles Youst, who plays the fiddle,
We know that he can play "Hi-dumm-diddle."
And now is the worst—about Elsie Manion,
She lost Tony Michels, her best companion.
There's Jerry, the artist of the shop,
And of his paintings we all think a lot.
Ofttimes they feel just a little forlorn,
But they are always cheered by Billy Haythorne.

William Welsh, former chief clerk to Storekeeper Kincaid, has been promoted to storekeeper at Holloway. J. Marchaine, of Baltimore, has succeeded Mr. Welsh.

Harry Keffer, clerk, Storekeeper's office, has resigned his position to take a course at one of the automobile schools at Detroit. Cupid has it circulated that Harry is soon to become a benedict.

Miss Frances Schuman has accepted a position in the Division Accountant's office, Wheeling. We all join in wishing Frances the best of luck in her new position.

We have again in our midst,
A name once cancelled from our list,
Harold Schafer, whom you all know,
Filled Tony's place when he had to go.
Tony is now L. P.-1 clerk,
And from his duties never will shirk;
But man-hour work will soon be done,
As Harold is considered A number one.
He is welcomed here with a cheery smile,
Yet we miss Tony all the while.

Mr. and Mrs. "Cat" Kettlewell are the proud parents of a son, born on September 15. The young man has been named James Wallace. Mrs. Kettlewell will be remembered as Miss Rosella Doyle, former file clerk in the Master Mechanic's office. If James is what "Dad" Kettlewell says he is, he will be running on the Republican ticket next election.

We sincerely regret to state that Francis Sigler, most popular young man at Benwood, has gone to Terra Alta for his health. We hope he will soon recover and be back with us, for his jovial disposition and that funny little way of his have won him many friends.

Catherine and Gillie, who work around here,
Keep the office full of laughter and cheer,
But Harold and Angela all the while,
Just take it all with their pleasant smile.
Gandy stays here part of the day,
And helps the arguments along the way.
But everyone agrees—and I'm sure that you will,
That Sarah and Della know how to keep still.

W. H. Neureither of Holloway,
Joined the Elks the other day,
And from the meeting he went home in a car,
And it was sad that he had to ride so far;
For all the rough places they surely did hit,
And he chose to stand instead of to sit.
We know why, but we cannot tell,
Yet all of the Elks know also quite well.
Now he laughs with a merry glee,
And says, "I belong to the B. P. O. E."

UNION MADE "Service" Suits

TRADE MARK REG. U.S. PAT. OFF.

SERVICE K.M.CO.

For Your Protection Every Button on a "Service" Garment Bears This Design.



WHY FOR so many years overalls manufacturers were obsessed with the notion that fit didn't matter in work clothes—that we don't know.

That they were wrong we do know. We know it by the immediate response to our introduction of "Service" Suits and Overalls—the work clothes that are designed to conform to men's figures and tailored to fit.

The immense comfort of "Service" garments is matched by their extreme durability.

Ask your dealer—he knows.

KOHN MANUFACTURING COMPANY

Makers

BRADFORD, PA.

Western Lines

General Offices, Cincinnati

Correspondent, E. W. SPILLE, *Pass Clerk*

Merry Christmas! Happy New Year!

J. C. Miller, our chief of Tariff Bureau, has started a school of tariff compilers and assistants in the office, which meets every Tuesday to discuss the rules of Tariff Circular 18-A. WATCH OUR WORK.

Miss Silberhorn, Traffic Department, smiled last week and everyone worked happily the rest of the day.

The boys in the Engineering Department have presented Dickman with a carton of cigarettes for Christmas. They hope not to be bothered with his daily rounds any longer.

Francis X. Brantigan has joined the ancient order of ROOPS.

Lester Kerner, Engineering Department, is having his voice cultivated, but will not tell how.

"Jimmie" Spires was caught thinking last week.

Raymond Ott, blueprinter, is in love again. Better luck this time, Ray.

"Billy" School, Traffic Department, claims to have spent a very profitable vacation catching black bass in Paint Creek.

Frank Sinnott, coming to work the other morning, wore his cap instead of his usual hat. The conductor coming to collect tickets, thinking Frank under 12 years of age, passed him up. Better wear the cap all the time, Frank.

Albert Studer, Traffic Department, spent his vacation in Cuba, and on his return passed around some clear Havana cigars. We all hope that "Al" decides to go to the same place next year.

Famous "Twos" in the General Offices:
Two Bits.
Two Pair.
Ruth and Amanda.
Reising and Daubenmerkle.
Bennie and Katie.
Lollie and Kinney.

J. E. McKibben is evidently carrying something in his pockets; he always has his hands in them.

James P. Ray is sticking close to Bridge 19-95. It is rumored that he is endeavoring to raise a French mustache and goatee. We hope he is successful, as we would like very much to see him thusly adorned.

"Jimmie" Spires is now growing hair on his head.

Clarence Hornback has been granted a 60-day leave of absence on account of ill health. We wish him a speedy return.

The Misses Jane Werthmiller and Louise Silberhorn spent their vacations in California, and we have heard nothing but California ever since.

C. T. Robinson, safety appliance inspector, located at Cincinnati, has been transferred to the Chicago Division as general car foreman, with headquarters at Garrett, Ind.

J. W. Curran, district master car builder, Southwest District, has been appointed safety appliance inspector, with headquarters at Cinncinati.

C. M. Hitch, district master car builder, Cleveland, Ohio, has been transferred to Cincinnati in the same capacity.

J. J. Kolker, Engineering Department, has presented George Reising of the same department with six victrola records for Christmas. Kolker says that he hopes Reising will return the ten records he borrowed from him two months ago.

E. C. Lane, engineer, Maintenance of Way, Cincinnati, has been transferred to Baltimore, Md., to act in the same capacity.

S. A. Jordan, formerly engineer, Maintenance of Way, Eastern Lines, has been sent to Cincinnati to take the place of Mr. Lane. We all regret to lose Mr. Lane, but our very best wishes accompany him to Baltimore. Mr. Jordan has been welcomed by all of us and he has our assurance that we will do all in our power to make it as pleasant for him as it has been on the Eastern Lines.

Upon the occasion of the transfer of Mr. Lane from Cincinnati to Baltimore, he was presented with a handsome standard railroad watch, suitably engraved, by the members of his former staff and several of his friends and admirers in other departments as a token of esteem and appreciation.

One of the boys in the Transportation Department has been slyly making trips to Delhi, a little town about 11 miles from Cincinnati. Since making these trips he seems to have a distant look in his eyes at all times and on several occasions he has been heard humming the tune, "Mary, you're the only girl for me." Of course we do not care to pry into his personal affairs, but we hope he will not forget us when the big date is fixed.

A. B. Hines, assistant engineer, Cincinnati, has been transferred to Baltimore to act in the same capacity on the Eastern Lines. Our best wishes follow Mr. Hines to his new field of endeavor.

Miss Stutter advises that her weekly contribution to "War Cry's" has diminished since the price was raised to ten cents.

If Leopold Von Toelke and "Handsome" Sheet Schott would refrain from smoking their pipes in the office, the clerks in the Traffic Department would not have to leave so often to get fresh air.

If "Bugs" Wayman would not play sick four days a week, "Niger" Jett, "Knock-'Em-Cold" Wittman and "Monk" Edwards say that the Tariff Bureau Mailing Department would be the best on the Western Lines.

P. A. Callahan, assistant engineer, has moved his office from North Dayton to Cincinnati.

Editor's Note

Inspired by the photograph of the two young ladies in the November issue of the MAGAZINE, one of our readers has propounded a question for us to solve. It was too hard for us, so we pass it along:

There is a question I would ask,
And hope that you will answer—
"Would Miss Amanda Geiser smile
If pretty Miss Ruth Beitzer?"

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

Merry Christmas!

Charles Graham, blacksmith, Ivorydale shop, who was never known to crack a smile, greeted his foreman, R. W. Miller, with a smile, the other day. That's nothing, "Charlie," the first time we met "Bob," we laughed out loud.

"Val" Knecht, our smiling apprentice boy, joined the ranks of benedicts early in life. "Val" is just married and everyone at Ivorydale wishes him a long and happy future.

Get in line, boys. William Weber, carpenter foreman, Ivorydale, is about ready to raffle off his automobile. It's beginning to fall apart.

We take great pleasure in introducing Charles Doll, machinist, Ivorydale, as one of the happiest fathers of the prettiest and healthiest twins. The twins won first prize at three consecutive contests this year.

T. Miller, Stores Department, was presented with a nine-pound baby girl. Congratulations!

"Bobbie" Gabriel, man-hour clerk, Ivorydale, is making his second attempt to raise a cootie garage. He had considerable luck with the first one in France. He hopes that Grace, at Storrs, will like it.

George Poppe missed his vocation in being a roundhouse foreman. He should have been a street car conductor as he has been practicing throwing the trolley on the Colerain Avenue car and has gained considerable headway.

Things We Would Like to See and Hear

H. Green coming to work on time.
Charles Arnold worrying.
"Norb" Green weighing 200 pounds.
George Donnelly doing the shimmy.
Miss Florence Bradford keeping still.
Charles Everly President of the United States.
T. H. Barker when he wasn't grumpy.
Some of Charles Kleinheinz's queens.
O. J. Heil minding his own business.
E. T. Haas whispering.
C. Listerman in a bathing suit.
C. Neiheisel with nothing to do.
Paul Haaf buying cigarettes once in a while.
"Phil" Dixon without "Fred" Nolte.

F. Liebetrau, shop foreman, Ivorydale, finally has his auto parked in a garage. After being blown down by the wind several times, the garage has been completed. Never mind, poor "Freddy," Rome wasn't built in a day.

George Resch, assistant foreman, Ivorydale, has gone into business for himself. What kind of business did you say? Why, everybody's business.

"Cliff" Backer called on a young lady not so long ago and after the clock struck 11 the peevish father strode to the top of the stairs and called down:

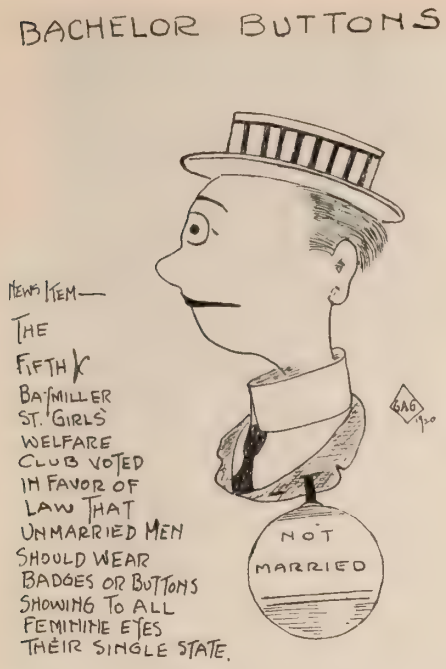
"Mabel, doesn't that young man know how to say good night?"

"Does he?" echoed Mabel from the darkened hallway below, "well, I should say he does."

We have with us in the accompanying picture the Entertainment Committee of the Rekop Club, left to right: "Billy" Dean, "Johnny" Crowe, George A. Grogan, Ervin Kennedy.



Entertainment Committee, Rekop Club
Left to right: "Billy" Dean, "Johnny" Crowe, George A. Grogan, Ervin Kennedy



Clarence Keicher and a young lady (we'll call her Blanche) drifted into the Lyric Theatre on a Thursday evening. The theatre lobby was very crowded. "I guess we can squeeze in here," said Clarence. "Oh no," replied Blanche, "wait until we get home."

Lena Goes Shopping

Lena Swallie went into a big store one day last week to buy some linoleum. A salesman dragged out roll after roll of the bulky stuff but it didn't quite suit. It was all the store had so he took her name and address and promised to have some samples sent from the factory. "By the way," asked the salesman, "how much did you want to buy?" "Oh, enough to cover the bottom of a bird cage," replied Lena.

"Say, Frank," said Roy Steinwert, "I passed your house at two o'clock the other morning and there were lights all over the place. Wasn't that a little strange?" "No, a little stranger," replied Frank.

We hope that William J. Maloney, chief yard clerk, has arrived in Cleveland safely. "Will" created some little excitement when he tried to secure sleeping accommodations at the Pullman window in the Union Depot. The clerk at the window asked "Will" whether he wanted upper or lower, which was rather confusing to "Will" and he in turn asked: "What's the difference?" "Fifty cents," was the reply. "If you want it lower you will have to pay higher." This enraged "Will" and he called "Joe" Beel on the phone, who in turn, sent Frank Nock and "Eddie" Schmalz over to explain the situation and straighten the matter out, which was done to the satisfaction of all concerned. We suggest that "Will" ride in the caboose on his next trip.

The Girls' Welfare Association at 5th and Baymiller Streets, recently gave a party for the members of the association, and a very enjoyable time was had by all who attended. Various games were played and a delightful supper was served by the committee in charge. The association desires to thank the committee, which consisted of: Miss Effie Haynes, Miss Bertha Goetz, Mrs. Mabel Schatz, Miss C. Winkel and Miss Alvina Thurman, for making this party a success.

Misses Leafy Wiltsee, Effie Haynes, Sue Elmore, Kathryn Weber and Clara Schulte of the Superintendent's office, and Miss Helen Farmer of the Local Freight office, recently made a short visit to Cleveland, Ohio, and had a very enjoyable time.

As a rule very little is heard from our outside territory and of it very little is known, except from the direction of Cupid, who has been setting that section afire.

Our old friend, T. D. Mullee ("Red"), started the ball a-rolling when he got it into his head that it was just as cheap to support two.

The second one on the program was our esteemed rate clerk of the office of A. M. Cosby, A. S. Hilgemier, who upon his return from the army (Arizona), was wedded to Miss Dora Smith of Oakley, Ohio. "Al" still says the Honeymoon has not gone out of the window.

The next one to follow was Stewart Creager, the esteemed demurrage clerk of A. M. Cosby. Poor fellow! May he rest in peace.

Then came the popular chief clerk of A. M. Cosby, John ("Flicker") Hoctor, the Ex-Gob of the navy, who was wedded to Miss Ann Condon of Elmwood Place, Ohio, and he insists he never knew the cost of living was so high.

The last to be called to this state of life is our old friend, the jazz band Seyferrle of Oakley, Ohio. Ask "Ginger" who put onions in the baby's milk to make it strong.

Now we have the real announcement of our efficient and most popular demurrage clerk of A. M. Cosby, Louis Smith, who is going to be presented as a Christmas present to Miss Hilda Holt of Cincinnati, Ohio. Go to it "Smitty," I'll bet on you.

Don't be discouraged girls, there is a lot of room out here yet.

What is that noise that we hear buzzing around the ticket office at Winton Place? Don't let them bluff you, "Hutch."

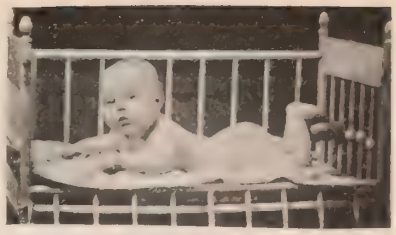
Do not overlook our efficient agent at St. Bernard, A. M. Cosby, the "Fertilizer Kid."

The Siameze twins at East Norwood, Mr. Kelly and Mr. Woodmansee, are hard to beat.

Our popular yardmaster, "Jack" Weber, and family have returned from the North and East where "Jack" claims that Canada is the only place these days, and of course he spent most of his time looking the situation over on the Canadian Railroad, such as the embargoes, etc. The busiest person, however, was the waiter, for "Jack" needs lots of service.



UR Tower, Sterling, Ohio, and C. E. Beichler, foreman of Station 32



"Sweet as a peach" is Maxine Jeannette Shaw

Newark Division

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

Division Offices

Merry Christmas!

The clerical department employes at Newark certainly had one put over on them when they recently received cards announcing the marriage of Miss Zanfrey Floyd, stenographer to trainmaster, and Oren J. Payne, report clerk, Superintendent's office. The announcement cards came from Covington, Ky. We confess we didn't know a thing about it and that we haven't as yet recovered from the shock. However, we extend our best wishes.

Harry L. Kent, chief clerk to division accountant, has been absent from the office for some time, by reason of infection from a small scratch on his hand, resulting in blood poisoning. Here's hoping for a speedy recovery.

The following vacations are reported:
Ira Richmer says he had a fine time down in the hills of "Old Kentucky."

"Tom" Brookes and Charles Raison say there is only one place for a real vacation, and that is in Northern Canada, where they had a very enjoyable two weeks.

"Tom" Snyder spent his two weeks in Davenport, Iowa.

Our old friend, Louis ("Doc") Savey, is again back at his desk as assistant C. T. timekeeper, after several months' absence spent in Wheeling on special statistical work.

Maxine Jeannette Shaw (note her picture) is the daughter of Ralph E. Shaw, secretary to division engineer, and also granddaughter of Engineer John E. Shaw, Newark, Ohio. She's at the top of the column.

Michael Scanlon

Michael Scanlon, Somerset, Ohio, was pensioned on October 1, after 50 years of continuous service with the Baltimore and Ohio Railroad.

To have served one Company a half century is certainly an honor, and one that comes to only a few of us. It not only speaks much for the employe attaining the distinction, but is a creditable endorsement of the Railroad on which such faithful service has been given.

The following lines have been contributed by one of Mr. Scanlon's friends, which will portray better than we can relate, the qualities that are back of such a record:

"You had luck to be born in that sacred
green isle,
And its hearty good will is expressed in
your smile;
In this fair land of freedom you grew to
man's size,
Learned to love what is right, and the wrong
to despise,
And deceit never lurked in the depths
of your eyes,
Michael Scanlon.



Michael Scanlon

You are not deeply versed in the science of print,
But the book of "Hard Work" you've absorbed without stint,
Though your hoarding be scant, it was honestly earned,
For the goods of your neighbor your heart never yearned,
And no vagrant unalmsed from your doorstep you turned,
Michael Scanlon.

You'll never be old while you think you are young,
May it be many years e're your requiem's sung.
When your rich life is ended, your full course is run,
And the goal of your striving is peacefully won,
May you hear from His lips "Faithful Servant, well done,"
Michael Scanlon.

W. S. Robinette

"Scotty," as he is familiarly known over the System, was born on February 21, 1849, is now 71 years of age, and never missed his turn as passenger engineer on what is known as the Shawnee "Dinkey," making the round trip between Newark and Shawnee daily.



W. S. Robinette

He first entered the service of the Baltimore and Ohio as a brakeman on what was then known as the "Sheep-Skin," now called the Fifth Division. He recalls that at that time they were hauling stone from the old stone quarry east of Grafton for construction of the Ohio River Bridge at Parkersburg; incidentally that they only handled about three to four stones on a flat car, and that many a time he jumped from one stone to another all night to keep from freezing. In May, 1870, he was transferred to the Fourth Division as fireman and was assigned to the Benwood accommodation, engine 89. He remembers this as one of the old inside connected engines called the "Dutch Wagon" class. In 1872 he was promoted to engineman, and the following year was transferred back to the "Sheep-Skin" and placed in charge of engine 109, a "camel-back." Later in 1873 he was transferred to the Central Ohio (now the C. O. Sub-division of the Newark Division). On his first trip over the Central Ohio he was piloted by his present baggagemaster, Joseph Workman, on the Shawnee "Dinkey," who is one of the older men in active service on the Newark Division. About one month later he was selected by David Lee, chief engineer of construction, to take charge of work train building the Chicago Division. In that service he was in charge of engine 517. He returned to Newark in December, 1874, was then employed with the L. & N. and Chesapeake and Ohio Railroads; returned to the Baltimore and Ohio in 1885, and has been running an engine ever since, with the exception of about seven years in which he served in the capacity of traveling engineer and assistant road foreman of engines.

To be running a passenger engine at the age of 71 years after 51 years of railroad service, most of which was spent on the Baltimore and Ohio and over various divisions of the System, is a record to be proud of, and we congratulate "Scotty" on his accomplishment.

Richard "Harding" Roll is the four-months old son of A. E. ("Tony") Roll, assistant chief clerk, Superintendent's office, Newark. We are told that the self-satisfied smile as shown in the picture has been pronouncedly permanent since election day, November 2.

The accompanying photograph is of Mr. and Mrs. Edward L. Weisgerber, married October 20, snapped in front of Grant's Tomb, New York City, while on their wedding trip. Mr. Weisgerber is a well known and popular machinist at Newark Shops, and Mrs. Weisgerber was formerly Miss May Winters, a young lady of the same city, and sister of Miss Eva G. Winters, secretary to superintendent.

Cleveland Division

Correspondents

A. F. Becker, *Secretary to Superintendent*, Cleveland, Ohio
Amy A. Ford, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio

Merry Christmas!

The Misses Mabel Gasser, Mary Beggs, Margaret Smith, and Messrs. Frank Hert and Robert Gymer of the Accounting Department, were entertained at a house party at the home of Miss Smith in Garrett, Ind., on October 23, by Miss Jane Milholland. They all had a wonderful time, especially Frank, who, it is said, left his heart there.

Mabel Gasser entertained with a wiener roast, mixed with a little cider, and followed



Mr. and Mrs. Edward L. Weisgerber

by a dance down on the farm in Brecksville, on November 6. Those present were Margaret Smith, Ethelyn Benedict, Mildred Roberts, Dorothea Van Gastle, "Teddy" Southern, Frank Hert, Dr. Keen, Frederick Scroggie, "Bill" Pitcher and several other friends. We understand that one of the fair sex lost her heel and it was up to "Teddy" Southern to carry her home.

J. R. Neiderheiser, secretary of the Veterans' Association and clerk, Agent's office, has been off on account of sickness. We hope to see you back on the job soon, J. R.

Arthur Marquardt, office boy, Superintendent's office, has been off because of the mumps. Well, we all have to have it once in a lifetime.

The Cleveland Division established a record in the month of October by moving 92,713 loads and empties. Guess that will hold them for a while!

F. J. Hess, train dispatcher, Akron, has been off for some time on account of undergoing an operation. We hope to see him back soon.

Massillon

Conductor J. W. Seiber, who was off duty for about two months because of typhoid fever, has resumed duty, taking a Willard and Holloway Run. Glad to see you back again, J. W.



The Harding Smile! and no wonder, for his name is Richard Harding Roll

Brakeman C. J. Miller, who was working at Massillon, was transferred to Canton Yard on September 18. We are sorry to see him leave, but hope that he will like his new location.

E. A. Krier who has been working as night yard clerk at the Yard office for so many years, has at last taken a day job. He had a little difficulty at first in finding the tracks in the day time, but he seems to be getting along well now.

John Sheffler, former conductor, Pennsylvania Railroad, has taken the position of night yard clerk at Massillon, vice "Red" Krier. With his past experience in railroad work he should make a good man for this position, and we wish him success.

Brakeman M. F. Grimm, who has been working in Canton, has returned to Massillon. They can't stay away from a good town. They all flop back sooner or later.

In connection with the No-Accident Campaign, a Safety meeting was held at the Dover Passenger Station on October 15. Twenty-five employes were present. Committees were appointed in the various departments. Safety and Sanitation rules and Safety First circulars were distributed. A Safety meeting was also held at the Massillon Passenger Station on October 14, in connection with the No-Accident Campaign. Employes from all departments were present. Committees were also appointed in the various departments and Safety First circulars and Safety and Sanitation books were distributed among employes. Trainmaster J. Fitzgerald presided at the meeting.

"Red" Everett, lineman, has been having considerable trouble with his motor car, about as much trouble as one has with a Ford. We hope he doesn't have too many parts left over when he puts it back together.

I. C. Bowman, supervisor, took his vacation between November 15 and 30, when he spent much of his time hunting rabbits. He says he made them all drop.

Austin Sanders, baggage agent, Massillon, had a sweet conversation with Miss Dorothy Gish, noted movie star, whose former home was Massillon and who was visiting relatives in this city. Said conversation took place over the telephone. I don't believe a burglar would have that much nerve, Austin. Austin told her he admired her plays very much. That is indeed a compliment.

Operator F. R. Landis, at CO Tower, was called to Fraeysburg, Ohio, on account of the death of his mother. We extend our sincere sympathy.

Dover

Conductor W. E. Hadden, who has been acting yardmaster at Dover, has gone back to running again, taking the Dover and Holloway local.

Conductor R. F. Halter, who has been working out of Willard, has returned to Dover.

"Tom" Adams, yard clerk, Dover, took a trip to Columbus on November 6, to see the Ohio State and Michigan football game.

M. Howell, night yard clerk, Dover, acted as night yardmaster in place of M. Reidy for a while and carried on his work very well. Conductors are not the only employes that can handle that job, are they Murrell?

"Mike" Reidy, night yardmaster, Dover, spent his vacation hunting and fishing in the Rocky Mountains around Dover.

Chicago Division

Correspondents

F. N. SHULTZ, *Division Operator*, Garrett, Ind.
ESTHER J. SPREENBERG, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.
R. R. JENKINS, *Secretary, Y. M. C. A.*, Willard, Ohio
P. H. CARROLL, *Signal Supervisor*, Garrett, Ind.
W. C. ADDY, Willard, Ohio
FLORENCE E. SMITH, *Freight Office*, Chicago

Garrett, Ind.

A Merry Christmas to Everybody!

Engineer J. F. Mitchell is slowly recovering from an injury to his ankle, received some months ago. Mr. Mitchell is the oldest engineer in point of service on the Chicago Division.

Fireman Frederick Panning appears to be much interested in the diamond market. He has been making all kinds of inquiries among his friends as to the cost of these precious stones. It is our opinion that "Fred" is seriously considering a plunge. Who knows whether the young lady is a blonde or a brunette? What is her first name? Tell us, we'll guess the rest.

At this writing, our friend John Wright, former transfer clerk, is serioulsy ill at the home of his parents. We wish for his speedy recovery.

All of the employes at this point extend their sympathy to Mrs. Orville Feagler and sons in the loss of Mr. Feagler, gang foreman, Stores Department, who passed away at his home on November 1.

We extend our sympathy to Car Inspector W. H. Ray and his children, of Syracuse, in the loss of their little daughter and sister, who died in this city at the home of her grandparents, on October 31.

Much interest is being displayed in the No-Accident Campaign at this station, and it is the earnest desire of all that the same interest be maintained after the close of the campaign, as the results are gratifying.

Car Foreman D. L. Gibson is confined to his home on South Lees Street because of illness. We wish him a speedy recovery.

Effective November 1, C. T. Robinson, safety appliance inspector, Cincinnati, has been transferred to the Chicago Division as general car foreman, vice E. B. Miller, transferred to Eastern Lines as district master car builder, Pittsburgh. While we regret Mr. Miller's leaving us, we desire to congratulate him on his promotion and will welcome Mr. Robinson in his place, doing all in our power to make his sojourn here pleasant.

Miss Margaret A. Galloway, assistant shop clerk, has resumed her duties in the Master Mechanic's office, after five months' absence, during which she underwent an operation for appendicitis.

The wife and children of General Foreman H. Rees are expected to sail for home from Southampton on November 17, and arrive in New York on Thanksgiving Day. Mrs. Rees and the children left this country on July 28 for a visit with her parents.

Willard, Ohio

Merry Christmas!

A contract has been drawn up to put a roof over the Willard coal chute. Although the cost of this will be $8,500, it will be of great value in keeping the snow and rain from the coal and sand.

Fireman C. E. Dame spent his vacation in Michigan during the early part of November. Hunting and fishing are his specialties.

Conductor Edward Heiser returned recently from a mysterious trip. He would not tell where it was, but some of us think we can hear the far-away sounds of wedding bells.

Tiffin, Ohio

The accompanying photograph is of the office force in the freight house at Tiffin, Ohio. We are anxious that the readers of the MAGAZINE should know that Tiffin is still on the map. The members of the force are as follows:

Left to right, front row: W. C. France, agent; I. W. McConnahay, chief clerk; Miss Myrtle C. France, stenographer; R. B. Thomas, O. S. and D. clerk. Back row: F. R. Saunders, bill clerk; H. P. Snyder, yard clerk; M. A. Schalk, cash clerk.



Office force at Tiffin, Ohio

Chicago Terminal

Correspondent, THOMAS H. WILLIAMS

Merry Christmas!

The Baltimore and Ohio Chicago Terminal has again organized a bowling league, consisting of eight teams, representing their respective departments. The league was organized several years ago, but during the war was postponed because a great number of the boys were bowling over the Germans instead of the other wooden pins. The most important object of the league is the promotion of good fellowship among the employes. The present standing of the teams for the first quarter, ending November 4, is as follows:

TEAM	WON	LOST	PER CENT.
Motive Power Supervisors	14	7	.666
Accounting	13	8	.619
Maintenance of Way	13	8	.619
Car Accountants	13	8	.619
Engineers	11	10	.524
Transportation	8	13	.381
Motive Power Shops	8	13	.381
Stores	4	17	.190

The Calumet Sag Channel crosses our tracks at Blue Island, Ill., where the Baltimore and Ohio Chicago Terminal McCook Branch has in the past crossed the Grand Trunk Railway tracks. The Sanitary District decided that it was more satisfactory to change the location of the Baltimore and Ohio Chicago Terminal-Grand Trunk crossing than to change the location of the canal, and so our tracks have been relocated. The work was begun in the Spring of 1917 and has been continued under difficulties until the new arrangement was placed in operation in November, 1919.

The photograph, looking north, shows the new tracks ballasted at Blue Island Junction. A new brick and concrete interlocking tower and the bridges over the canal can be identified at the top of the picture.

Miss Marie Goggin, Trainmaster's office, called on the employes at Barr Yard recently.

Charles Esping, master carpenter, and wife, spent their vacations visiting points of interest along the Atlantic Coast; F. W. McClement, superintendent of building, and wife, spent their vacations with relatives in Philadelphia; C. I. Bender, assistant supervisor, and Mrs. Bender, spent their vacations in Virginia.

We were all very glad to welcome back our superintendent, J. L. Nichols, after his long siege of illness. It seems like old times to have him around again.

H. E. Hansen, chief clerk to the superindent, is back on the job again after several weeks of ill health. His fellow workers join in giving him a hearty welcome.

Miss Maragret Watts, stenographer, engineering department, has resigned and is leaving for an extended visit in the East.

The Sag Channel is an important addition to the drainage system of Chicago. It leads from the Little Calumet River at Blue Island to the Chicago Drainage Canal, north of Lemont, Ill. The only portion of the canal remaining to be finished is that just west of our tracks and the Sanitary District engineers expect to complete their work during 1921. When finished the canal will reverse the flow in the Calumet River so that pollution in Lake Michigan at South Chicago and vicinity will be carried directly to the drainage canal and disposed of. The canal is 60 feet wide and will carry about 20 feet of water.

Sing a song of six-pence,
The day starts with a bang.
September MAGAZINE came out,
And I was due to hang.
And, "Harry, you're a traitor,
I'm surely done with you,
You had my letter published
And my reputation slew."
Every place I travel now
I'm looked at with suspicion,
To half the places in the yard
I can't e'en get admission.
I walked into the office
Before I went to work,
I said, "Good morning, Mr. Neff,"
He said, "Get out, you Turk."
Miss Cordt gave me a haughty look
That froze me on the floor,
And Parlberg said, "When going out,
Please don't slam the door."
I went over to the rip track,
To my eye there came a tear,
For Henry said, "Make business short
And beat it out of here."
But Miss Cordt has sold her fliffer,
And no other will she buy,
So if you'll keep it quiet,
I will tell the reason why.
While she was going to her work,
The fliffer balked one day,
She got in front to crank it up
And send it on its way.
She braced her both feet firmly,
The crank around did swing,
A sniff—a snort—a mighty kick—
Her arm goes in a sling.
'Twas but a few days after
She came in, wan and pale,
And told us all the story—
She had a car for sale.



New location of tracks ballasted at Blue Island Junction

General Freight Office, Chicago

Correspondent, FLORENCE E. SMITH

J. F. McWilliams—he's our boss,
S'awf'ly good and never cross.
His secretary's name is Jim,
'Tain't no use mentionin' him.
Now Francis is a tracing clerk,
He is some boy, but an orful flirt.
Ashton and Owen are tracers too,
They've gotta terrible lot to do.
"Reconsigning Tom's" our Vanity Fair,
Gay old bird who perfumes his hair.
Rose, a demure and shy little lady,
Stenos. for Tom, our "Pretty Baby."
Susie, the petite Rate and Claim stenog.,
Enjoys dictation from Bill—pedagogue.
Sphinx-like Kotz is our Mystery Man,
I don't "get" him—perhaps you can.
Never smilin' "Sponey," a meeting clerk he,
Always so solemn—what can the matter be?
"Whistling Sanders" is our happy Rate Clerk,
Also Frank Hillinger, who just loves to work.
E. B. Tullis, our A. G. F. A.,
Is very dignified—I should so say.
His secretary, Kanis, is a rascally lad,
Always pulling jokes, but not really bad.
F. T. M. Constans, who is always so prim,
Adores golf—would ya b'lieve it of him?
A. R. Hermanson, our dear old Swede,
Doesn't like girls—"silly, indeed!"
Hon. Mr. Kridler is the G. F. A.,
Why are we quiet when you come our way?
Joe Hanley, Kridler's importance is he,
Seems awful crabbed but doesn't mean to be.
The great statistician is Herr Louie Battau,
Why he's so big-headed, I surely don't know.
Very self-contained is our steno., Miss Troller,
No matter what happens you don't hear her holler.
Our Coal and Coke rep. is courtly G. V. K.,
Angry or cross words he never does say.
Dairy Agent Hook is a good old scout,
Butter, eggs and cheese is all he talks about.
Miss McAllen some day a great seeress will be,
So cummalong kids, she'll tell your fortunes free.
L. G. Reynolds is from way out West,
And says of all places he likes that the best.
Mrs. Blackwell a suffrage leader will be,
She sure is *some* talker—take it from me.
C. H. Harkins I don't know much about,
Why he's so busy I can't find out.
Billie, our little file boy, I'm told,
'Salways into mischief like a two year old.
Alabi Randall is the l'il offus boy,
An eternal ban on the boss man's joy.
Lee Emery, our jolly porter man,
Shines shoes better'n you or I can.
This punk writer, who can she be,
Well, up at the top her name you'll see.

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

In this, the Christmas issue of the MAGAZINE, we wish to take the opportunity to extend to our readers, one and all, and especially those of the Ohio Division, a very Merry Christmas and a prosperous and happy New Year.

Effective November 1, E. J. McSweeney, former master mechanic, Chillicothe, was appointed master mechanic at Washington, Ind.



Edmund J. McSweeney

Mr. McSweeney entered the service of the Baltimore and Ohio as machinist helper at Garrett, in June, 1907; he was transferred to clerk in June, 1908; accepted position with Auburn Auto Company as draftsman in March, 1908, working with that firm until March, 1909, when he reentered the service of the Baltimore and Ohio as special apprentice at Mt. Clare; he was promoted to machinist in April, 1911, at Chicago Junction; January, 1912, to assistant road foreman at Garrett; April, 1912, to foreman at Johnston; November 1, 1912, to roundhouse for man at Connellsville, and served in that capacity until December, 1914, when he was appointed motive power inspector at Wheeling; June, 1916, to engine house foreman at Newark; February, 1917, to General Foreman at Garrett, coming to Chillicothe as master mechanic March 10, 1919. He was well liked by the employes on the Ohio Division and made many friends, who are sorry to lose him, but all were gratified at the well merited promotion.

A few days previous to his leaving Chillicothe a meeting was called by the supervising forces of the Motive Power and Car Departments, including the offices of storekeeper and division accountant. When all had assembled, Mr. McSweeney was called to account for the number of times he had been asked the time and because of having a defective watch had been unable to give correct information. When no reasonable excuse could be given, he was presented with a 21 jewel Howard watch, which was given him by the 27 present.

The day before he was to leave Chillicothe a treat was given him in the form of a "fake" arrest, staged by the officials at this point. Road Foreman "Bill" Graf, on leaving the office with Mr. McSweeney, offered to take him home in his auto, which invitation, of course, "Mac" immediately accepted. "Bill" at once started out to violate all traffic ordinances, and finally stopped his car in front of the city building, parked it in an improper manner and got out, telling "Mac" to wait a few minutes until he attended to some business in a nearby store. Immediately after "Bill" left the machine, Chief of Police Fox and a traffic officer (who had previously been "fixed") came to the car and after the traffic officer had identified it as the car that had

violated the different ordinances and asked "Mac" if it was his car, "Mac" stated it was not and he would not inform them to whom it did belong. The officer, however, stated that "Mac" was the party driving the car and he was placed under arrest. Bond was quickly arranged for (also previously "fixed") and he was told that in order to avoid any publicity his "trial" would be held the same evening privately, time being set at 5.55 p. m. Immediately after being released, "Mac" made all possible efforts to locate "Bill," but he had seemingly disappeared, as also had all the other officials whom he tried to get in touch with. At the appointed time, very much out of breath due from his hurry in trying to get some of his friends to be at the trial, "Mac" appeared and was escorted by the chief to a private office (?) for his trial. While on the way the chief made the remark that he believed that the car belonged to Mr. Graf, but "Mac" still refused to answer. On passing the Elks' club rooms Chief Fox stated it was possible that Mr. Graf was at that place and sent in to ascertain if correct. Word was sent out that he was there but that he had stated that if anyone wanted to see him they would have to come in. They immediately entered and it was then that "Mac" was "let in" on the joke, for seated at a table were all the members of the staff and several friends. A fine supper was served, after which, in a pleasing speech, Superintendent Brown presented Mr. McSweeney with a watch chain from those present, to go with the watch that had been given him by the other supervising forces. "Mac" has our best wishes for continued success in his new position.

F. R. Gilhousen, who has been general foreman at Chillicothe, succeeds Mr. McSweeney as master mechanic. Mr. Gilhousen served as machinist apprentice at Garrett from October, 1903, to October, 1907; machinist until March, 1908; entered service of the C. E. & I. R. R. at that time, returning to Garrett as machinist in September, 1908; promoted to engine house foreman September, 1913; general foreman at Newark in December, 1914, coming to Chillicothe on March 1, 1918, as general foreman. We congratulate him on his promotion and wish him the best of success.

C. I. Novinger, former roundhouse foreman, Chillicothe, was promoted to general foreman at Storrs, Ohio, on November 1. Employes of the roundhouse, in appreciation of his friendship, presented him with a fine Masonic ring and watch charm. "Novie" has made quite a number of friends at Chillicothe, all of whom join in best wishes for his future success in his new location.

Other changes, due to the above promotions, are as follows: J. J. Hurley, former general foreman, East St. Louis, appointed general foreman, Chillicothe, vice Mr. Gilhousen; R. Barrett, night general foreman; W. G. Noland, day roundhouse foreman; J. Howard, night roundhouse foreman; H. H. Haward, day assistant roundhouse foreman. We extend our best wishes for success of these men in their new positions.

Another proud car repairer! Phillip Diehl's home was blessed by a bouncing baby boy.

Sad, but true: Roy N. Francis, car apprentice, took his lady friend to the Ohio Division picnic, but alas! when he returned in the evening, he was very much alone. Some other fellow was escort to the fair lady. You have our sympathy, "Roy."

D. F. ("Dave") McQuade, well known Ohio Division Engineer, is off duty with a broken leg, the result of a smash-up between his motorcycle and a wagon. "Dave" was on his way home from a hunting trip when the accident occurred, which was after dark. He states he was blinded by the glare of the headlights of a car standing along side of road, went to one side to pass this car and in so doing crashed headlong into a farmer's wagon which was standing alongside, without lights. He was brought to the City Hospital at Chillicothe, where it was found that his left leg was broken near the ankle. We hope for his speedy recovery.

On Wednesday, October 20, Miss Eleanor Shearrow, clerk, Master Mechanic's office, became the bride of Mr. Herman Suman. The ceremony was impressively performed with the double ring ceremony. A dinner for the family and guests was served at noon at the bride's home, and in the afternoon the happy pair started on their journey, deluged with sincere wishes for health, wealth and prosperity expressed by their many friends. Miss Shearrow's many friends on this division join in the wishes of the others.

George ("Bud") Akennett, carpenter, who spent his vacation the latter part of September near Midland City, Ohio, made very good use of his time. In 14 days he obtained 32 squirrels and two fish, weighing 14 and 15 pounds respectively.

Boilermaker Helper Jasper Johnson has recently taken unto himself a wife, Miss Nellie Pugh. Congratulations!

Stationary Engineer Tracy is the proud father of a daughter, the second child left at his home.

We are glad to announce that Miss Ruth Bickel, of the Division Accountant's office, is back on the job after recovering from an automobile accident in which she was injured while returning from the Circleville pumpkin show.

Machinist J. L. Wagner has returned from British Guiana, where he has been employed for some time past. Glad to welcome him with us again.

Indiana Division

Correspondent, H. S. ADAMS, *Chief Clerk to Superintendent*

Melvin C. Whitcomb, one of the oldest conductors on our division, was claimed by death on October 8. Mr. Whitcomb had served the Company faithfully for almost 50 years and his death caused a great sorrow to all of the railroad men in this section. He resided for a number of years at Cincinnati, although his home was at Seymour. The burial took place at Riverview Cemetery. The sympathy of our employes and of friends is extended to his widow, his sons and his daughter.

Our sympathy is also extended to Brakeman and Mrs. H. L. Butcher in the loss of their daughter, Baby Mildred.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*

Some time ago we published in the MAGAZINE a photograph of former Conductor John Glancy, but since that time he has acquired a mustache, a beard, and a grandchild, and we feel that he deserves to be noticed again. Therefore, we present a recent photograph of this gentlemen, who is now retired from the service of the Baltimore and Ohio and is making his home in California.

East Dayton

Correspondent, EDWARD MANNIX

Soon the curtain will be drawn upon the year 1920, and e're it is, the gladdest season of the whole year, Christmas, will be with us. We hope that the past year has been one of gladness to our employes, and extend our best wishes for "A Merry Christmas and a Happy New Year."

A most beautiful testimonial to the employes of the Toledo Division of the Baltimore and Ohio Railroad is the Christmas proclamation of our master mechanic, Alfred E. McMillan:

To the Employes of the Toledo Division

GREETINGS

The year 1920 will soon be history, and, employes coming under my supervision, I desire to thank you for your faithfulness, diligence, and obedience; and as the glad season of Christmas is at hand, I trust that the blessings you have enjoyed during the past year will be doubled for the coming years. I wish you and yours "A Most Joyful Christmas and a Happy and Glad New Year."

The shop crafts have extended their best wishes to all superior officers and to each other, and the clerks join with them in wishing to everyone the compliments of this joyous Yuletide.

We cannot forget the girls in our Master Mechanic's office and the Stores Department, and wish them the best of the season.

A big boost should be given our car foreman, R. O'Neil, and assistant car foreman, W. R. Jackson. A look at the repair tracks shows it pays to have a system. Good work, "Bob" and Walter!

It is with regret that we learned of the death of Miss Anna Lyons, a sister of our fellow clerk, J. G. Lyons, and at one time an employe of the Railroad. Her death occurred during the past month and all who had the pleasure of knowing her will remember her sweet and loving disposition. She surely leaves the world better for her having been in it.



"Grandpa" John Glancy. You may laugh, boys, but time will tell

We naturally feel proud of our general foreman, W. A. Gilmore, who has the sobriquet of "Springy Bill." He can be found in all the yards and shops simultaneously. "Bill's" slogan is, "Be as big as the job," and he surely is.

At the present writing our shop bulletin of No-Accidents is 100 per cent. and East Dayton shops and roundhouse will be a criterion for the rest of the division as anticipation will be followed by appreciation at the end of the campaign.

Lima, Ohio

The accompanying photographs, taken at Lima Shops, show the fire brigade in action. Our boys are "right on the job" when it comes to scaling ladders and handling the big hose.



Fire Brigade, Lima, Ohio, in action

Kentucky District

(S. V. & E. R. R.; L. F. R. R.; M. C. R. R.)

Correspondent, H. L. GRAHAM

Merry Christmas!

Our vice-president recently made an inspection trip over the Kentucky District.

C. A. Plumly, superintendent of telegraph, C. E. Tansill, supervisor of telephones, and W. E. Donnelly, supervisor of time service, recently made an inspection trip over the entire Kentucky District and expressed satisfaction with conditions noted. Mr. Donnelly's interests here seemed to be about equally divided between time service and mistletoe. Judging from what he says, mistletoe must have some medicinal value; he says that by the proper use of mistletoe very pleasant and satisfactory results may be obtained. Many times during his stay he was noticed staring toward the peaks of the mountains and softly murmuring, "D. H.—D. H." On second thought we are not certain that it is his friends that are sick.

District Superintendent H. R. Laughlin now has a large, new motor car with a seating capacity of nine persons. It is equipped with a large headlight, standard markers, side curtains, and front windows; in fact, is very comfortable in every respect for winter service.

R. H. Russell, train dispatcher and champion endurance eater, who has been "batching" for the past few months, again has Mrs. Russell and the little Russells with him.

Roy Thrasher, who left the service about one year ago to accept a position with a rubber company in Akron, Ohio, has again taken up work with the Baltimore and Ohio as train dispatcher, Jenkins, Ky.

The accompanying photograph is of the double-header crew on the S. V. & E. R. R. at Jenkins, Ky. They are: C. E. Hartinger, conductor; C. E. Marshall and C. C. Candill, engineers; H. Anderson and J. N. Adams, firemen; W. E. Salisbury, W. D. McCowan, and G. Tackitt, brakemen.



Double-header crew on S. V. & E.

Leon Massey, Engineering Department, Baltimore, Md., was recently a visitor with us in connection with his work of determining property valuation. We noticed that Mr. Massey wore a class pin from some school and upon asking him from what school he was a graduate, we were surprised to learn that he is a graduate of the University of South Africa, Johannesburg, S. A. Mr. Massey is a very agreeable and entertaining person and we hope he can make it convenient to visit this territory quite often.

Trainmaster George Dixon has recently had a streak of bad luck. George, Jr., had to be taken to Johns Hopkins Hospital, Baltimore, Md., to have his tonsils removed, and to make bad matters worse the boy had to be returned to the hospital five days later to be treated for pneumonia. Junior has a good constitution and we are glad to say that he is now well on the road to recovery.

Eulogy of Our Flag

From Proclamation by

Governor Coolidge of Massachusetts

WORKS which endure come from the seal of the people. The mighty in their pride walk alone to destruction. The humble walk hand in hand with Providence to immortality. Their works survive. When the people of the colonies were defending their liberties against the might of kings, they chose their banner from the design set in the firmament through all eternity.

The flags of the great empires of that day are gone, but the Stars and Stripes remain. It pictures the vision of people whose eyes were turned to the rising dawn. It represents the hope of a Father for his posterity. It was never flaunted for the glory of royalty, but to be born under it is to be a child of a King and to establish a home under it is to be the founder of a royal house. Alone of all flags it expresses the sovereignty of the people which endures when all else passes away. Speaking with their voice it has the sanctity of revelation. He who lives under it and is loyal to it is loyal to truth and justice everywhere. He who lives under it and is disloyal to it is a traitor to the human race everywhere. What could be saved if the flag of the American nation were to perish?



Just a Few Great Books Gave Him His Start

Fifteen minutes a day, and the right books —that's the secret of a liberal education

HE talked like a man who had traveled. He knew History; and something of Science. He wrote in a style of wonderful beauty and simplicity—such a style as only comes to a man from reading the works of master writers.

Yet did you ever think of this?

You yourself, have probably read as many books as Lincoln read in the first thirty years of his life.

Why is it that you have gained only a smattering of knowledge from your books while he gained a liberal education from his?

The answer is that he knew what few books were really worth while: he made every moment count.

Why not decide right now—today—that you will stop wasting your reading? Why not say to yourself: "In my own small way I am going to do what Lincoln did. I will read in such a way that six months from now I will be a bigger, more effective, more interesting man or woman than I am today."

You can do it: two hundred thousand Americans have proved that you can do it, through

Dr. Eliot's
Five Foot Shelf of Books

The pleasantest, easiest way to learn to think clearly and talk interestingly

From all the millions of books on Travel, History, Science, Biography, Essays, Drama and Poetry, Dr. Charles W. Eliot, for forty years President of Harvard, has selected four hundred and eighteen and arranged them in fifty volumes.

These books, he says, if a man or woman will give them only fifteen minutes a day, will give him the essentials of a liberal education.

A liberal education—think of it. The power to think clearly and talk interestingly, to be a marked man or woman in any company. And all in exchange for a few minutes of pleasant reading each day.

Send for this FREE book

All your questions about the Five-Foot Shelf are answered in "Fifteen Minutes a Day." It's a great little book in itself. It contains:

Dr Eliot's own story of the Five-Foot Shelf.

An outline of the reading courses in the Five-Foot Shelf, and many illustrations taken from the books themselves.

It tells what the books are that Dr. Eliot has selected, and describes the marvelous encyclopedic index. Send for this guidebook to good reading. Send for it now. Do as Lincoln did. Make your reading count.

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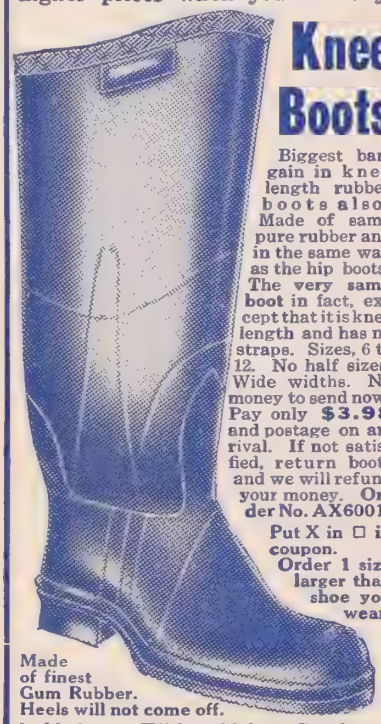
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My Address is_____

B O 12 20

Dont Send a Penny

These rubber boots and shoes offered here are such wonderful values that we gladly send them, **no money down.** You will find them so well made and such big money-saving bargains that you will surely keep them. So don't hesitate—just fill out and mail the coupon and we will send you a pair of your size. No need for you to pay higher prices when you can buy direct from us—and no need sending money in advance before receiving boots or shoes. Why pay out $6, $8 or $10 for boots or shoes not nearly so good? Act now. Mail coupon today while special offer holds good. Pay on arrival.



Made of finest Gum Rubber. Heels will not come off.

Knee Boots

Biggest bargain in knee length rubber boots also. Made of same pure rubber and in the same way as the hip boots. The very same boot in fact, except that it is knee length and has no straps. Sizes, 6 to 12. No half sizes. Wide widths. No money to send now. Pay only **$3.98** and postage on arrival. If not satisfied, return boots and we will refund your money. Order No. AX6001.

Put X in ☐ in coupon.

Order 1 size larger than shoe you wear.

Finest Pure Gum Rubber Imported Hip Boots at *Half Price*



These are **first quality,** pure gum. No better rubber ever put in boots. Absolute protection against dampness and water. No adulteration or "loading," just the best rubber, and lined with unbleached, strongest, closest woven toughest drill—**the best wearing lining made.** Every boot **a brand new** stock, **strictly inspected** and **guaranteed perfect.** Reinforced at knee by double thickness. Extra strong tap sole. Heels are moulded on and as an added precaution against coming off are substantially nailed—**will not come off.** Compare these soles and heels with the ordinary kind. Strap just below knee to hold leg firmly. Also extra and **free** the English sole leather straps to go around ankles. (These straps worth $1 alone, but you get them free.) A boot that will outlast 2 pairs of the ordinary kind—not stiff and heavy, but **tough, durable, soft and flexible.** Sizes, 6 to 12. No half sizes. Wide widths. Send no money now. Pay only **$4.69** and postage on arrival. If not equal to similar boots priced at $8 to $10 a pair elsewhere, send them back and we will refund your money. **Order 1 size larger than shoe you wear. Order No. AX6000. Mark X in ☐ in coupon below.**



FREE Pair of English made sole leather straps to strap over instep and around ankle to hold boot on firmly when working in heavy clay or mud. Good for harness straps. Worth $1, but FREE with boots.

Great Work Shoe Offer



This shoe is built for both outdoor city workers and for the modern farmer.

Built on stylish lace Blucher last. Special tanning process makes leather proof against the action of acids in milk, manure, soil, gasoline, etc.

Outwear three ordinary pairs of shoes. Double leather soles and heels. Dirt and waterproof tongue. Heavy chrome leather tops. Pay only **$3.98** and postage on arrival. If not all you expect, send them back and we will immediately return your money.

Mark X in the ☐ by Number AX18068.

Ladies' Hi-Cut Boots



Splendid shoes made of beautiful black glazed kid finish leather modeled on most fashionable last. Soles are medium weight and give splendid wear. Heel is the popular Cuban model. Sizes 2½ to 8. Compare with shoes at $7.50 and $8.00 and then you will realize what a bargain they are. Pay the special price, **$3.98,** and postage on arrival. If not as elegant as you expect and what you want, return them and we will refund your money.

Mark X in ☐ by No. AX999 in coupon.

Men's Stylish Dress Shoe



Made in classy lace Blucher style. Splendid quality Veal uppers. Splendid solid leather soles, strong heels. Comes in black only. You must see them to appreciate the fine quality of material, workmanship and astonishing bargain value. At our price these shoes challenge all competition. No money with order. Pay only **$3.98** and postage on arrival. And that returned if you don't keep shoes.

Mark an X in ☐ by AX15106 in coupon.

Send Coupon

Keep your money until the boots or shoes come. Then let them convince you of their great bargain value or return them and get your money back. This is the modern, sensible way to buy—the way thousands are buying their footwear today, direct from us—getting satisfaction—saving money. Fill out the coupon and send it now—today. **Mark X in the ☐ to show which to send. Give your size. Order boots 1 size larger than shoe you wear.**

Leonard-Morton & Co. **Dept. 8134 Chicago**

LEONARD-MORTON&CO. Dept. 8134 Chicago, Ill.

Send at once the boots or shoes which I have marked in ☐ below. I will pay bargain price and postage for them on arrival with the understanding that if I do not want to keep them I can send them back and you will refund my money.

☐ Hip Boots No. AX6000—$4.69 ☐ Knee Boots No. AX6001—$3.98

☐ Work Shoes No. AX18068—$3.98 ☐ Hi-Cut Shoes No. AX999—$3.98 ☐ Dress Shoes No. AX16106—$3.98

Size.....(Order boots 1 size larger than shoes you wear.

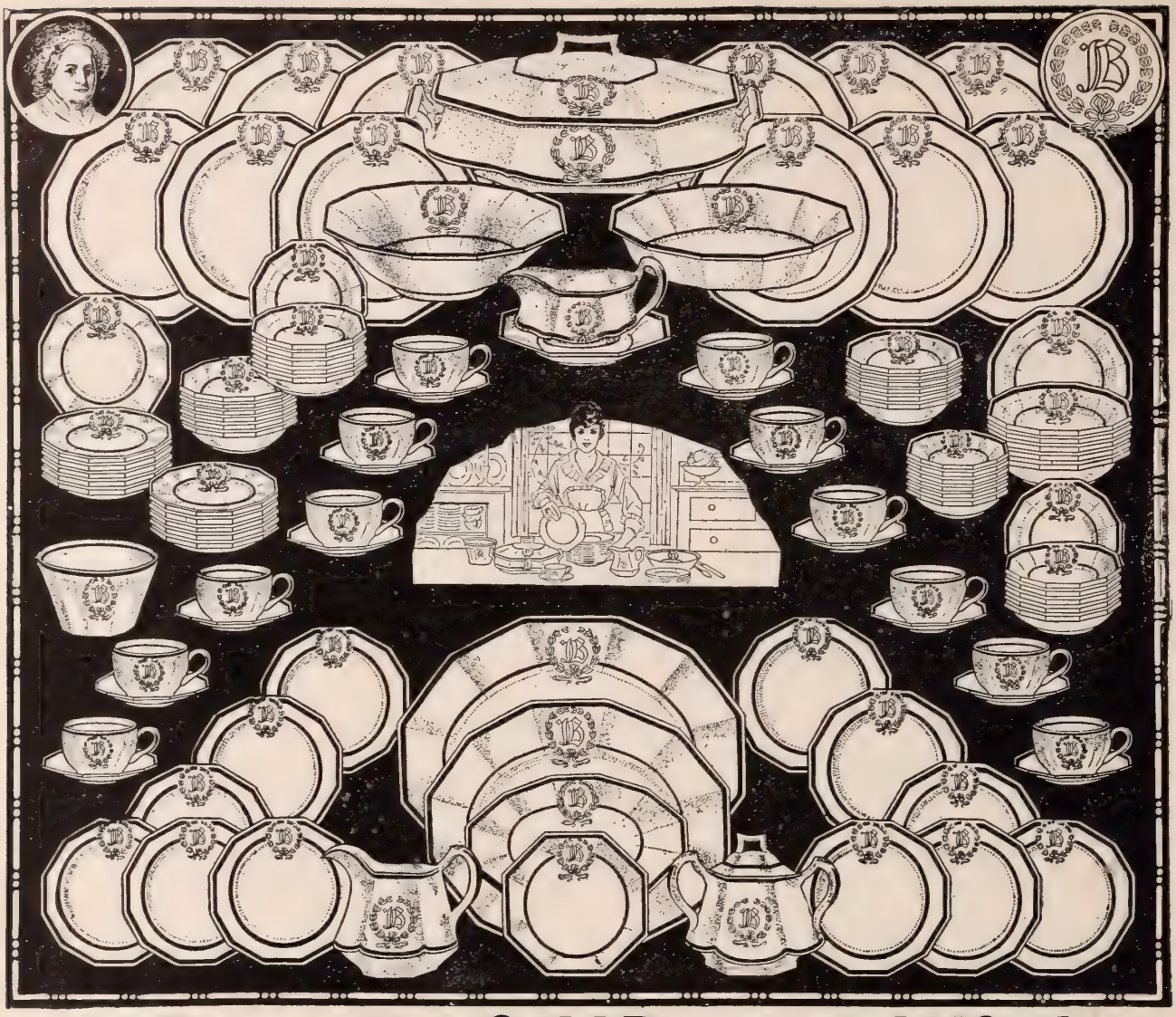
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Address.....

Baltimore and Ohio Magazine

January 1921





$1 Brings This Gold Decorated 110-piece Martha Washington Dinner Set

IMPORTANT! Every piece in this set is guaranteed to be of **first quality.** Replacement pieces can be purchased from us for three years, as this is an "open" pattern. Ask any house if they will give such a guarantee.



Only $1 and we ship this superb Dinner Set—yours to use for 30 days before you decide whether to keep or return it at our expense. Artistically shaped, snowy white dishes with glistening gold decoration, and your initial in gold surrounded by a wreath in gold on each piece. Of course you will be astonished at our bargain price. We guarantee that nowhere can these dishes be bought for less. You must actually see and use these dishes to realize what beauties they are.

With Your Initial Monogram in Gold

Complete in every feature. This superb gold decorated set comprises 12 dinner plates, 9 in.; 12 breakfast plates, 7 in.; 12 soup plates, 7¾ in.; 12 cups; 12 saucers; 12 cereal dishes, 6 in.; 12 individual bread and butter plates, 6¼ in.; 12 sauce dishes; 1 platter, 13½ in.; 1 platter, 11¾ in.; 1 celery dish, 8¾ in.; 1 sauce boat tray, 7¾ in.; 1 butter plate, 6 in.; 1 vegetable dish, 10½ in., with lid (2 pieces); 1 deep bowl, 8¾ in.; 1 oval baker, 9 in.; 1 small deep bowl, 5 in.; 1 gravy boat, 7¼ in.; 1 creamer; 1 sugar bowl with cover (2 pieces). Shipped from Chicago warehouse. Shipping weight about 90 pounds.

Order by No. 327CMA19. Price of complete set of 110 pieces, $34.95. Send only $1 with coupon; balance $3 monthly.

30 Days' Free Trial

Send only the coupon and $1 now and we will send you this complete set of 110 pieces for 30 day' use in your home. If not satisfied, return the set in 30 days and we will return your $1 and pay transportation both ways. If you keep them, pay balance on our easy monthly payment plan. Don't let this offer pass. **We ship immediately.**

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The great free 432-page Catalog shows you how to make any home beautiful and how to save money. It gives you the opportunity to secure the choicest styles and amazing bargains in **furniture,** rugs, linoleum, stoves, ranges, watches, silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines and cream separators, etc.—all on our easy monthly payment terms. 30 days trial. Post card or letter brings this great bargain book free by return mail. **"Let Hartman Feather Your Nest."**



Actual height of wreath 1½ in.

HARTMAN FURNITURE & CARPET CO.
3913 Wentworth Ave.
Dept. 3164 Chicago

I enclose $1. Send 110-piece Golden Martha Washington Dinner Set No. 327CMA19. I am to have 30 days' trial. If not satisfied will ship it back and you will refund my $1 and pay transportation both ways. If I keep it I will pay $3.00 per month until price, $34.95, is paid.

Name .....

Address .....

R. F. D. ..... Box No. .....

Town ..... State .....

Give Initial Wanted (Any One Letter) .....

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A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

BE A BUILDER!



THE GREAT PYRAMID OF CHEOPS

One hundred thousand men worked for thirty years to build the Great Pyramid of Cheops. Doubtless the biggest structure in the world, four hundred and eighty-one feet high and called one of the earth's seven wonders. But—it doesn't mean anything—

A huge pile of stone, whose erection cost the lives of hundreds of men and whose task through the ages has been merely to hold the mummies of a few Egyptian Pharoahs.

Match against it the building up of the Savings Feature of the Relief Department of The Baltimore and Ohio Railroad Company.

In twenty-six years the Savings Feature has helped twenty thousand employes secure homes. Not monstrous tombs for the dead, but cozy, comfortable, cheerful homes for the living, filled with the singing of loving mothers and the prattle of happy children—veritable dwelling places of contentment.

Twenty-four million dollars have been loaned to these employes that they might build or purchase homes.

Only fifty-four thousand dollars in the year 1883, but over two and one-half million dollars in the year 1920.

Every year a great new stone added to this Great Pyramid of Progress. Every year thousands of Baltimore and Ohio employes started as home owners.

Why not add your name in 1921?

You, too, can be a home builder.



A RELIEF DEPARTMENT HOME

This one owned by Engineer D. C. Hodges, Flora, Illinois, who has been in the service since 1905. On the porch in the picture are, from left to right: Norval Hodges, Engineer Hodges, Jack, Jr., Alyne, Mrs. Hodges and baby Saranel, and Nalon. Mr. Hodges writes us: "I have been a member of the Relief since it was adopted on this division. I find the Savings and Loan feature a great advantage, as without it I could not have owned my home, which the family is very proud of."

Write to Division "S," Relief Department
The Baltimore and Ohio Railroad Company
Baltimore, Md.



2 for $5.25

Send No Money!

Two wonderful $4.00 shirts for only $5.25. Save at least $2.75. Everybody wearing these semi-dress Gray Flannel Shirts for business, work and sport.

Cadillac Broadcloth Flannel Shirts
Two $4.00 Shirts for Only $5.25

Made of fine quality Cadillac Broadcloth Gray Flannel. Special Winter weight. One large pocket, faced sleeves and matched pearl buttons. **Cut Extra Full. Coat Front Style.** Double-Stitched thru-out. Soft turn down collar with sateen faced neckband. **Thoroughly Shrunk.** Try to match these shirts in any store at $4.00. Yet we offer you **two** for only $5.25.

Send No Money Write today. Shirts will be sent at once, transportation prepaid. Pay only $5.25 on arrival—no more. Money back at once if not more than pleased with the wonderful value. Be sure to give neck-band size.

Desk FS3612
BERNARD-HEWITT & CO. 900 W. Van Buren St. **CHICAGO**

A Fellow Feeling

A humane society secured a downtown show window and filled it with attractive pictures of wild animals in their native haunts. A placard in the middle of the exhibit read: "We were skinned to provide women with fashionable furs."

A man paused before the window and his harassed expression for a moment gave place to one of sympathy. "I know just how you feel, old tops," he muttered. "So was I!"—*Ladies' Home Journal.*

Hopeful Sign

Husband: "You'll never get that new dog of yours to mind you."

Wife: "Oh, yes, I will. You were just as troublesome at first."—London *Opinion.*



$4 or $5 a month **WILL BUY**
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With Every Modern Writing Convenience
Write Today For Illustrated Circular Explaining Try-Before-You-Buy Plan
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EARN A REAL PHONOGRAPH



Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. New improved sound box with mica diaphragm, makes perfect reproductions of all kinds of music. **A MARVELOUS Machine** in every way Delighted thousands of homes.

Send NO MONEY

Just your name and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the $6 you collect and we will send this new improved E. D. L. Phonograph and a selection of 6 records free.

E. D. LIFE, Dept. 12T85, Chicago

Unequal Losses

Frederick was sitting on the curb, crying, when "Billy" came along and asked him what was the matter.

"Oh, I feel so bad 'cause Major's dead—my nice old collie!" sobbed Frederick.

"Shucks!" said "Billy." "My grandmother's been dead a week and you don't catch me crying."

Frederick gave his eyes and nose a wipe with his hand and, looking up at "Billy," sobbed despairingly:

"Yes, but you didn't raise your grandmother from a pup."—*Harper's Magazine.*

THESE UNION MADE
Officer's Army Shoes



Can be used for Work or Dress. Built on union lasts, by union labor; every pair inspected and union label stamped on inner sole. Genuine soft leather uppers, strong enough to withstand two retappings, Munson last, soles sewed, not nailed, Goodyear Welt, oak rubber heels, outwear 3 pair leather heels. Shoes guaranteed to wear or a new pair free. Just send money order or check. **We Pay Postage**

ONLY **$6.98** POSTAGE FREE

MAIL COUPON BELOW

Reliable Mail Order Co., Dept. 145,
25 Huntington Ave., Boston 17, Mass.

Enclosed find..... Send..... pairs.
My money back if I am not entirely satisfied.

Name.....

Address.....Size.....

GOVERNMENT WOOL BLANKETS

PRICE **$4.90**



20,000 elegant wool army blankets purchased direct from U. S. surplus Division. Blankets that are real wool and will keep you warm for several years to come. The raw material alone is worth more than the price we ask.

Slightly used in local camps, but practically as good as new. Inspected, renovated, laundered and sterilized by Government authorities. Our price $4.90.

Strictly new and just as received by the Government from the manufacturers. Our price $5.90. Regular value would probably be $16.00. Either of the above blankets are extra large size.

As a matter of good faith mail us a deposit of $1.00 for each blanket order, balance on delivery. We will ship blankets by express unless otherwise instructed.

KINGSLEY ARMY SHOE CO.,
3852 Cottage Grove Ave., Dept. M262, Chicago, Ill.



Baltimore & Ohio Magazine

Volume 8 Baltimore, January, 1921 Number 9

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to promote community of interest and greater efficiency among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request

Advertising

Circulation of the Baltimore and Ohio Magazine is over 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. We do not guarantee the advertising, but an examination of our columns will show that it conforms to the highest standards. We believe that anything purchased through our advertising will be exactly as represented

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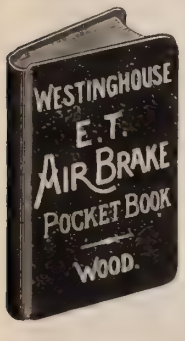
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Contains examination questions and answers on the E-T equipment. Covering what the E-T Brake IS. How it should be OPERATED. What to do when DEFECTIVE. Not a question can be asked of the ENGINEMAN UP FOR PROMOTION on either the No. 5 or the No. 6 E-T equipment that is not asked and ANSWERED in the book. If you want to thoroughly understand the E-T equipment get a copy of this book. It covers every detail. Makes Air Brake troubles and examinations easy.



BOOK ON SALE BY

BALTIMORE AND OHIO MAGAZINE

Mt. Royal Station BALTIMORE, MD.

Send Check or Money Order

Easy Payments

"What's all that noise and dem gwines on ovah at you' house last night?" asked an old colored woman of another. "Sounded like a lot of catamounts done broke loose.', "Dat?" Why, dat was nothin' only de gemmen from de furniture store collectin' his easy payments."—*Case Eagle.*

Expensive

A negro who had an injured head entered a doctor's office.

"Hello, Sam!—got cut again, I see."

"Yes, sah, I done got caarved up with a razor, Doc."

"Why don't you keep out of bad company?" said the physician, after he had dressed the wound.

"'Deed I'd like to, Doc, but I ain't got 'nuff money to git a divorce."—*O. B. Bulletin.*

Like Mistress, Like Maid

A young aviation officer met a pretty girl informally at Coney Island one afternoon. She was dressed "awfully swell," and when they separated she gave him a very fashionable New York address; so the next time he was in town he wired her to meet him at a hotel for dinner. She turned up, looking smarter than ever, and after dinner they went to the theater.

A brother officer sat in a box, and the young airman waved to him, but got a rather quizzical response.

"What ails Topper?" he thought, and at the end of the act his question was answered:

"Hello, there!" Topper said, coming up to him in the lobby. "I don't mind your taking out my wife's maid, old man, but I wish to goodness you'd ask her to wear her own frocks."—*Case Eagle.*

Real Chivalry

At a place "somewhere east of Suez" an intoxicated gentleman, after being ejected from a moving picture theater, was discovered seated on the doorstep of the back entrance, with a large bouquet in his arms. A policeman arrested him.

"Did he give any reason for his extraordinary behavior?" asked the magistrate.

"His speech was a bit indistinct, your honor," answered the policeman, "but from what I could gather he was waiting to see Mary Pickford home."—Boston *Transcript.*

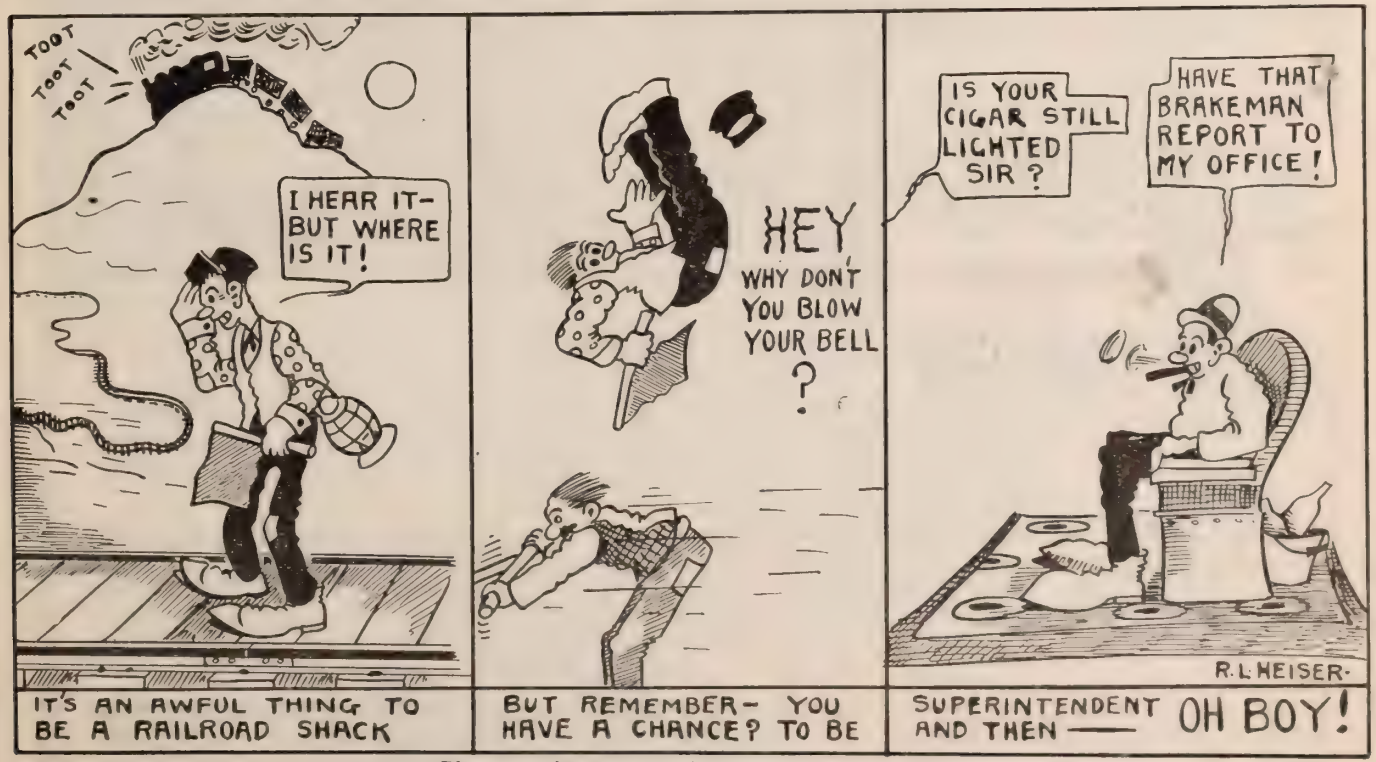
Railroad Man's Knife $1.00

Introduction Offer—Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle will be mailed you for $1.00 and this advertisement. For only 25 cents extra your name and address will be shown on knife. Size 3¾ inches long.



Easy Money $75.00 to $200.00 monthly All or spare time. Railroad employes, your spare time can be turned into dollars with a little effort. **We Want a Sales Agent in Every Locality** to introduce transparent handle pocket knives and razors. Under the handles can be placed the emblems of any Railroad or Labor Organization, Secret Society or Fraternal Order. Also the member's full name and address on the other side. Blades, finest steel, handles, handsome as pearl, clear as glass and unbreakable. Every knife guaranteed to be perfect. Every railroad employe will want one as a mark of identification. We can also give permanent employment and exclusive control of territory to those who can give full time in taking orders from the general public. If you are earning less than $1500.00 yearly, let us show you how to make more.

NOVELTY CUTLERY COMPANY, 335 Bar St., Canton, Ohio



Guaranteed 20 Years



ONLY $1.00 DOWN

Send coupon with $1.00 for this Wonder Pure Aluminum Set. Extra heavy weight 99.4% pure aluminum. Absolutely guaranteed. Seamless, sanitary, easy to clean. *Guaranteed for 20 years.* It will not flake, chip, peel or corrode—heats quickly and evenly and saves fuel. All pieces except the pie plates and bread pans are buffed and polished to mirror-like brilliancy. Shipped direct to you for 30 days trial on our special offer. The only way to appreciate this wonderful bargain is to see and use this set. Let us ship it to you right away. Only $1.00 down—then $2.50 per month—total price $23.85. Send coupon now.

This Wonder Set consists of:—1½ quart **extra heavy paneled rice boiler** (3 pieces); 6 quart **extra heavy paneled tea kettle** (2 pieces) with flat metal "stay-placed" handle and cocobolo finished metal tipped grip; **9 cup percolator** (4 pieces). Has welded spout and cocobolo grip handle; 3 quart **extra heavy, lipped** sauce pan; 4 quart covered convex sauce pot (2 pieces), **extra heavy, buffed** and **polished.** Has "stay-placed" handle and cocobolo finished grip; 1 quart lipped sauce pan, **extra heavy gauge, rimmed edge.** 2, 9-inch seamless pie plates; 2, 9½-inch seamless bread pans with rounded corners; 10½-inch **extra heavy lipped fry pan** with rimmed edge; and our special **9 piece combination Roaster Set.** This wonderful combination set gives you practically every utensil needed to do your cooking, roasting, baking and frying. While it consists of 9 actual pieces, these pieces are so formed and fitted that they may be converted into the following utensils: A self-basting roaster, a double boiler; cereal cooker or triple steamer; an egg poacher that poaches 5 eggs at one time; a muffin pan biscuit baker with 5 custard or jelly moulds; a bread or bake pan; a pudding pan; a mixing bowl; and a stew pan. The entire set consists of 27 actual pieces. Shipping weight about 15 pounds. Order by No. A-121. Send for this set today.

L. FISH FURNITURE CO., Dept. 5251 Chicago

Enclosed is $1.00. Send me your Wonder Aluminum Set No. A-121 on 30 days' free trial. If satisfied I will pay the balance at $2.50 per month. If not, I will return the set to you and you will immediately refund my $1.00 and freight charges both ways.

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Don't miss out on this big bargain. Don't put off sending for this Wonder set at this very low price. Make your kitchen work a pleasure. Send this coupon now—today!

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30 days' free trial in your own kitchen. If satisfied pay balance at only $2.50 per month. If not, return to us and we will refund your $1 and freight charges both ways.

L. Fish Furniture Co.
Dept. 5251 CHICAGO

Prize Winners in Essay Contest

Teamwork the Great Lesson of the Campaign—M. W. Jones First on Eastern Lines, W. W. Woodward, on Western Lines

THE results of the Essay Contest, No-Accident Campaign, October 18 to November 16, are given in the accompanying tabulations. In all 22 essays were submitted on the Eastern Lines and 20 on the Western Lines, a better showing than we had in the contest the previous year, but in the opinion of the writer not a number commensurate with the interest that such a contest should create among our thousands of employes. However, it will be seen from the letters of comment of the judges in the contest that the quality of the essays is higher than that evidenced in the essays submitted in the previous contest.

There are a number of significant features developed by this campaign and contest, especially in relation to the MAGAZINE. It seems more than a coincidence that the Charleston Division, winner of the System championship, should also have produced the first prize winner on the Eastern Lines and another employe who tied for second prize on the Eastern Lines, in the persons of M. W. Jones and H. Enoch, respectively.

Charleston won because it developed the spirit of teamwork to a far greater extent than any other division. Not a single bet was overlooked, and in addition to the prize winners, Jones and Enoch, there were other Charleston Division employes, several of them prize winners in the previous contest, who also submitted essays. All of which shows that the men of this division were on their toes from start to finish of the campaign.

We think also that the unequalled representation which the Charleston Division has each month in the MAGAZINE through its able correspondent, Mr. Jones, is one explanation of their success. The employes of that division are kept in touch with all division activities through the MAGAZINE and cannot fail to be in sympathy with all movements calculated to better the general working efficiency of the division. Back of this also is the fine leadership of Superintendent Trapnell.

It is significant also that the prize winning division on the Western Lines, the Ohio, has always been ably represented in the MAGAZINE. Employes cannot be expected to cooperate to their greatest ability unless they know what is going on, unless they are taken into the confidence of their officers. Interesting in this respect is the fact that four of the five prize winners on the Western Lines came from the State of Ohio; one of them from the Ohio Division, two from the Toledo Division and one from the Newark Division.

The first prize winner in the Essay Contest on the Western Lines, W. W. Woodward, must certainly be a Safety man of the first rank. For in order to make doubly sure that his efforts in the prize contest should be well considered, he submitted two essays, one of which won a prize and the other of which did not. It pays

Detailed Decision of Judges—No-Accident Campaign—Eastern Lines

JUDGES	FIRST, VALUE 125 POINTS	SECOND, VALUE 100 POINTS	THIRD, VALUE 75 POINTS	FOURTH, VALUE 50 POINTS	FIFTH, VALUE 25 POINTS
F. E. Blaser, Assistant to Operating Vice-President.	No. 17 M. W. Jones, Secretary to Sup't, Charleston Division, Weston, W. Va.	No. 12 H. Enoch, Operator, Flatwoods, W. Va.	No. 2 P. T. Ellery, Pass. Conductor, Pittsburgh, Pa.	No. 5 G. A. Bowers, Ass't Master Mechanic, Baltimore Terminal, Riverside, Balto., Md.	No. 18 C. H. Horner, Boilermaker Helper, Shops, Martinsburg, W. Va.
J. T. Carroll, General Superintendent Motive Power.	No. 12	No. 9 No Name, St. George Transfer Agency, S. I., N. Y.	No. 13 Edward Clinton, Electrical Dept., Baileys, Balto., Md.	No. 8 S. W. Pickens, Assistant Chief Clerk, Superintendent, Weston, W. Va.	No. 16 C. H. Carpenter, Train Dispatcher, Gassaway, W. Va.
H. B. Voorhees, General Manager, New York Terminal Lines.	No. 5	No. 17	No. 9	No. 12	No. 18
Earl Stimson, Chief Engineer, Maintenance	No. 17	No. 5	No. 11 Lillian Betony, Dtr. Section Foreman, Kingwood, W. Va.	No. 18	No. 16

The *names* of the contestants mentioned in the above table are given only once; the numbers of their articles (the numbers were given the articles in sequence to identify them as they reached the Editor) are given as often as chosen by the judges.

	FIRST	SECOND (tie)	THIRD (tie)	FOURTH	FIFTH
Final Result.....	No. 17	No. 12	No. 5	No. 9	No. 18
Total Points.....	350	275	275	175	100

Detailed Decision of Judges—No-Accident Campaign—Western Lines

Judges	First, Value 125 Points	Second, Value 100 Points	Third, Value 75 Points	Fourth, Value 50 Points	Fifth, Value 25 Points
S. A. Jordan, Engineer Maintenance of Way, Cincinnati, Ohio.	No. 9 O. L. Wallburg, Chief Clerk, Freight Office, Lima, Ohio.	No. 5 W. W. Woodward, Train Dispatcher, Chillicothe, Ohio.	No. 19 James Fish, Shop Cleaner, Reclamation Plant, Zanesville, Ohio.	No. 1 J. R. Sanders, Assistant Foreman, 2nd and Smith Sts., Cincinnati, Ohio.	No. 4
J. B. Carothers, Assistant to General Manager, Cincinnati, Ohio.	No. 5	No. 15 Lewis G. Bailey, Stationary Engineer, Shops, Lima, Ohio.	No. 11 Edward S. Pennall, Stevedore, Columbus, Ohio.	No. 10 A. G. Moren, Brakeman, Seymour, Ind.	No. 4 Basil F. Farmer, Pipe Fitter Helper, Washington, Ind.
G. D. Brooke, Superintendent Transportation, Cincinnati, Ohio.	No. 17 D. M. Julian, Car Foreman, Lincoln St. Terminal, Chicago, Ill.	No. 5	No. 9	No. 15	No. 19
W. M. Malthaner, Superintendent Motive Power, Cincinnati, Ohio.	No. 5	No. 9	No. 14 G. W. Retzsch, Car Lighting Electrician, Cincinnati, Ohio.	No. 17	No. 20 Alfred J. Beel, Pumper, Iola, Ill.

The *names* of the contestants mentioned in the above table are given only once; the numbers of their articles (the numbers were given the articles in sequence to identify them as they reached the Editor) are given as often as chosen by the judges.

	First	Second	Third	Fourth	Fifth
Final Result.....	No. 5	No. 9	No. 17	No. 15	No. 19
Total Points.....	450	300	175	150	100

to play safe. It will be remembered that Mr. Woodward also won first prize for his essay in the 1919 contest on the Western Lines. There seemed to be less doubt about the merit of his essay than that of any other essay submitted, for he was chosen twice for first place and twice for second place, giving him the grand total of 450 points.

E. T. Horn, general supervisor of terminals, found at the last minute that he was unable to serve as a judge. Hence only four judges officiated on the Eastern Lines, as well as on the Western Lines. Also by virtue of the appointment of S. A. Jordan as engineer Maintenance of Way, Western Lines, Mr. Jordan took Mr. Lane's place among the Western Line judges.

The St. George Transfer Agency submitted an essay without the signature of any individual and we take it that the essay was written in collaboration by two or more of the employes there.

Miss Lillian Betony, daughter of section foreman at Kingwood, W Va., was chosen by Mr. Stimson as having the third best essay on the Eastern Lines. We mention this in particular because Miss Lillian is only 13 years old and is in her third year in high school. We trust that she will have better luck if she decides to enter the next contest.

Interesting comment by some of the judges follows:

Mr. Blaser said:

After reading each one of the 22 essays submitted in the No-Accident Campaign for the Eastern Lines very carefully, in fact many of them several times, I found it very difficult to confine my preference to five of the papers, as there are many more than five that I feel are worthy of being considered for prizes. But as there are only five prizes, the selection necessarily had to be confined to that number.

The arguments in the various papers that made the strongest appeal to my mind were those that related to:

1st. Careful observance of all rules.

2d. See that your fellow employe understands and complies with the rules.

3d. The far-reaching effect not only on the individual while in active service, but in his home life, and the example he sets not only for his children but for his neighbors and acquaintances everywhere.

It has always been my thought that while there are many accidents on railroads brought about by thoughtless and careless acts of the employes, there is really greater precaution taken by railroad employes than there is on the part of the public generally; in other words, if the public were as careful comparatively as railroad employes, the number of accidents throughout the country would be greatly reduced Therefore, the widespread influence of precept and example set by railroad employes through the influence of Safety should have a very beneficial effect throughout the entire country.

Mr. Voorhees said:

In my opinion the essays as a whole show a much higher average standard than those submitted a year ago and I assure you that it was no easy task to make a selection.

Mr. Stimson commented on his choice of the best essays, per numbers given in accompanying table, as follows:

1st. The writer gives in a forceful, rugged style his method of helping in the No-Accident Campaign. He holds the attention of the reader to his subject and imparts to him some of his own enthusiasm. This effect would be much more marked on an audience to whom the paper is read. In this respect the essay excels all others and in my opinion entitles it to first prize.

2d. This is probably the best written of all the essays presented, but falls a little short in the presentation of the subject and in the strength of its appeal as compared with the first choice. It, therefore, is entitled to second place.

3d. This essay evidences the greatest amount of effort. It deals with the subject in more detail than any of the other essays.

What is said is very good and to the point. Many of the points will no doubt prove quite sharp to the reader with a guilty conscience. This essay will accomplish some good and is, therefore, given third place

4th. This writer tells in a very convincing way why employes should take an active interest in Accident Prevention.

5th. This essay presents in concise form an effective way of helping in the No-Accident Campaign. The thoughts are well expressed and although the essay is quite short it is deserving of mention and is chosen for fifth place.

On account of lack of space in this issue we will have to postpone publication of winning essays.

The Reconstruction of the Allegheny River Bridge at Pittsburgh

By Philip George Lang, Jr.
Assistant Engineer of Bridges

THE completion of the Baltimore and Ohio Railroad bridge crossing the Allegheny River, at Pittsburgh, Pa., marks the successful solution of a series of the most complex engineering and operating problems. The major operation in connection with this work, consisting of the movement into final position of a through truss span, 434 feet in length, and the jacking to a new grade line, 14 feet above the old grade, of a 261-foot truss span, which occurred on Monday, December 20, in the presence of a large assembly of engineers and other interested persons, indicates that all of the difficulties presented by this work have been successfully overcome, and that the Railroad has a modern structure for the movement of its traffic through this important and congested industrial region.

The original structure at this point, forming a portion of the Pittsburgh Junction Railroad, once an independent line, which constituted a link between the Eastern and Western Lines entering Pittsburgh, was built in 1884. Its principal portion, crossing the main channel of the river, between Herr's Island and the east bank, consisted of four double-track, through truss spans, the remainder being composed of steel or wooden trestle and shorter spans of various types and lengths.

The Pittsburgh Junction Railroad, including this structure, subsequently became a part of the Baltimore and Ohio System, and for many years the bridge served its purpose as an important link in the route between New York and Chicago. Years of heavy service and the steadily increasing weight of motive power gradually produced in this structure a condition of obsolescence, and operation over it was subject to numerous restrictions.

The 33d Street Viaduct was reconstructed in 1916-1917. The reconstruction of the river spans had already been considered, and the United States Government demanded a minimum vertical clearance above the surface of the river of 50 feet. The reconstruction of the 33d Street Viaduct was arranged on this basis, and resulted in a 1.5 per cent. grade on the structure connecting it with the river spans, which all eastbound traffic was compelled to face, and which proved an expensive operating element.

In the spring of 1919 the work was authorized at an estimated cost of about two and a quarter million dollars. The work contemplated the complete reconstruction of the masonry substructure. The new piers are placed at sites entirely distinct from those occupied by the old masonry, and the new superstructure is of a modern type, quite different from the old spans.

Work on the masonry was commenced in the late Summer of 1919, and was prosecuted without interruption throughout the winter. Several of the river piers were constructed by the caisson method, that is, by the use of a gigantic wooden box, very stoutly constructed. This box, or caisson, which is provided with a metallic "cutting edge," is sunk in an inverted position, the earth beneath it being excavated by means of air locks in the top. The caisson is sunk by this means to bed rock, and, when brought to the desired position is "sealed" (filled with concrete), and its upper surface used as a base upon which the masonry is founded

In other instances the "open cofferdam" method was used; that is, interlocking sheet piling is placed and the water pumped from the enclosure, exposing the bottom of the stream. In some cases, concrete piling was used for the support of the piers.

Contract had, in the meantime, been placed for the fabrication and erection, complete, of the steel superstructure, and the shop work on this material was in progress at the Ambridge Plant of the American Bridge Company. Early in April of this year, the American Bridge Company's erection forces arrived at the site. And the erection of this bridge, with but few hours' interference with regular train movement, at one of our densest traffic points, is an achievement worthy of more than passing note.

The erection was started simultaneously at both ends of the structure, and was prosecuted with

THE BALTIMORE AND OHIO RAILROAD COMPANY

TELEGRAM **BE BRIEF**

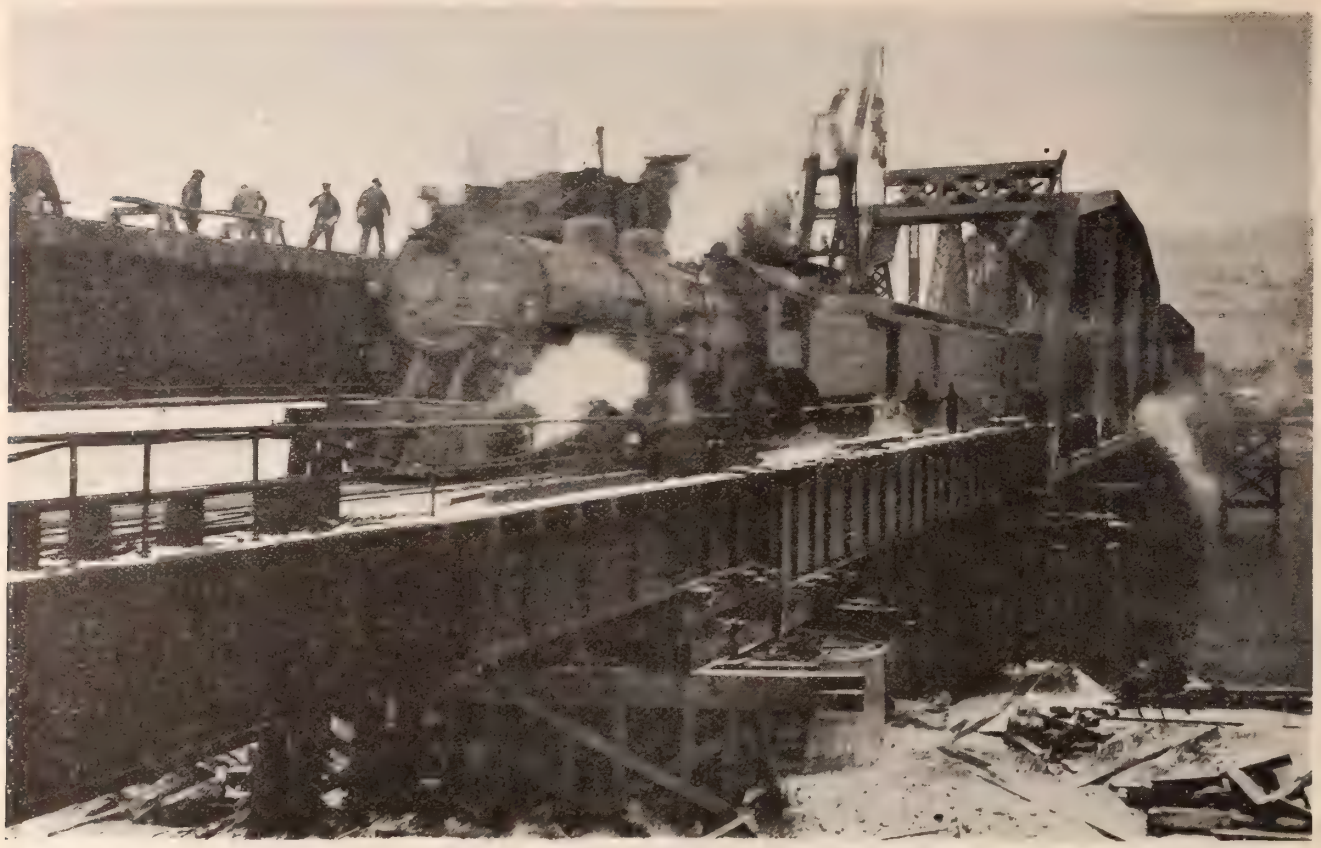
PO J RO 216pm

New York Dec 21st 20

H A Lane

Your message advising allegheny river bridge ready for service 140 am Dec 21st and that No 7 was first train over it, is just received. Please accept my hearty congratulations because of the successful outcome of your plans and efforts in this connection.

D. Willard.



No. 1—Eastbound train crossing bridge at low level on westbound track

vigor. The west end of this bridge beyond the Back Channel, consists of a series of plate girder spans, resting upon concrete piers. This portion of the new line deviates from the old, and the absence of traffic at this point greatly facilitated the progress of the work.

At the east end of the new work the conditions were quite different and required much greater care in the prosecution of the work. At this point the old and new lines are coincident, and the spans to be moved were of dimensions which, under any circumstances, would make their erection a matter of extreme difficulty.

In addition to these facts, it should be borne in mind that the improvement under discussion contemplated a 14-foot raise in the grade over this structure, which was introduced for the purpose of complying with the Governmental requirements concerning overhead clearance.

The first span at the east end consists of 96-foot girders and, adjacent to this, a 261-foot through truss, the combined weight of these two spans being about 2,200,000 pounds. For the purpose of moving these spans to their place in the new structure, falsework extensions were made to



No. 2—In distance is new 261-foot truss span in place at low level. New 134-foot truss span in temporary position at high level. Traffic carried on two old truss spans in the foreground and the 261-foot span



No. 3—View looking east through old truss spans. Single track on line of westbound track at low level. New spans in temporary position down-stream at high level

the new piers on the down-stream side of the structure, and the spans, as their parts were received at the bridge site, were assembled and erected on these extensions. Similar extensions were also made to the old piers, on the upstream side of the structure, for the purpose of receiving two of the old truss spans, whose withdrawal from the structure was incidental to the work contemplated in this operation.

The first of the so-called "rolling operations" in connection with this bridge, involving the movement to final line of the 261-foot through truss span and the 96-foot girder span, and the withdrawal of two 206-foot truss spans, which formed a part of the old structure, occurred on Wednesday, September 1, 1920, and was completely successful in every respect.

The actual time required for the rolling of the spans was six minutes.



No. 4—New 434-foot truss span in final position, old truss spans rolled out and new 261-foot truss span being jacked. View taken when span was approximately five feet above low position



No. 5—In distance 434-foot span in final position—261-foot span being jacked approximately midway between high and low positions

It will be noted that the total distance occupied by the two spans removed, namely, 412 feet, is considerably in excess of that represented by the new spans moved into place. This gap was temporarily bridged by a 50-foot plate girder span, destined for permanent use in the 36th Street Yard Connection. This span was floated on barges to a position immediately below the opening which it was to cross; from this position it was raised by a derrick car through the opening, swung to line and bolted into its temporary position. The period of traffic severance on September 1 extended from 10.00 a. m. to 1.04 p. m., a total of three hours and four minutes.

An operation of greater magnitude was that performed on December 20, consisting of the rolling to final line and grade of the 434-foot through truss span, weighing about 5,000,000 pounds, and the jacking of the 261-foot span, weighing 2,000,000 pounds, 14 feet to the new grade.

In following the operations in connection with this reconstruction, it should be borne in mind that the main river structure was, until the last rolling operation, allowed to remain at the old or low grade. It was consequently impossible to complete the new piers, the height of which was limited by the presence of the old structure at the low level, and these were temporarily stopped at an elevation slightly above the lowest chord of the old structure.

The preliminary work in connection with the placing of the 434-foot span was, in many respects, identical with that followed in arranging a similar operation for the spans involved in the movement of September 1, although in this case the work was of greater magnitude and the fact that the long span was drawn in at the final or high grade added a measure of complexity to the problem. This span, as its members were received at the site, was assembled on falsework, erected downstream from the existing structure.

Immediately following the movement of this span, it was arranged to jack the 261-foot span to final grade and, after careful review of the condition of the work, this operation was scheduled for December 20. The weather conditions on that day were ideal for the movement, which proceeded without interrruption, and, commencing at 7.15 a. m., consumed a period of slightly more than an hour. In this movement 5,000,000 pounds of new steel were moved to position, and about 1,200,000 pounds withdrawn from the structure, making the total weight of metal involved in the operation about 6,200,000 pounds, which, with the addition of deck, rails and equipment, totals about 5,000 tons.

The jacking of the 261-foot span to final grade was next proceeded with, and this operation consumed a greater period than the rolling operation. In the meantime traffic was detoured over the Pittsburgh and Lake Erie Railroad. The jacking operation proceeded throughout the day of December 20, and was completed about midnight. The first train to cross the new structure made its passage about 2.00 a. m. on the 21st, making the duration of traffic severance 19 hours.

The completion of this structure

Important—Please Note!

The Company has generously responded to the increasing demand for copies of the MAGAZINE all over the System and our circulation is now several thousand more than it was a year ago. All officers and employes having anything to do with the distribution of the MAGAZINE will, therefore, please see that the magazines are distributed promptly and that any oversupply or delay in distribution at any point is immediately reported to the MAGAZINE Office, Mount Royal Station, Baltimore

Happy New Year!

By John Newman

Terminal Timekeeper, Pier 21, New York

December twenty-first there came a message full of cheer:
"The pay drafts will go forward," and the next day they were here!
Announcement of the tidings caused "the bunch" to buzz with glee,
"Ah! now the merry Christmas could be spent most merrilee!"

December twenty-seventh—and the selfsame merry bunch
Was counting cash to see how much they now could spend for lunch.
Through gloomy vistas far ahead next pay day they could see,
Till then the problem would remain, "to be or not to be."

But look beyond the imminent and banish gloomy fear
And "work and pray" that '21 will be a happy year.
Here's wishing to the B. & O., its captain and the crew,
That better than the going year will be the coming new.

So help to push the clouds away, the sun will shine again,
And, waiting, let us play the game like true and honest men;
Let's *make* the coming year the *best* the sun shone ever on,
And have a Happy New Year all through Nineteen-Twenty-one.

gives the Railroad many economic and operating advantages, and, in conjunction with the reconstruction of other bridges between Laughlin Junction and New Castle Junction, whose completion is anticipated during 1921, will make possible the movement of any existing class of Mikado power from Philadelphia to Chicago via Cumberland, Connellsville, Laughlin Junction, Willow Grove, New Castle Junction and Willard.

New Mallets Make Possible Greater Average of Car Miles

OUR new type of Mallet Locomotive, No. 7307, shown in the accompanying photograph of engine 7304, class EE1, weighs 497,000 pounds in working order, and is somewhat heavier than the latest built locomotives in operation on the Baltimore and Ohio.

The wheel arrangement is different in that these locomotives will have trailing as well as leading trucks with a total locomotive wheel base of 59 feet 6 inches as against 50 feet 4 inches for the older type engine The tender wheel base included makes a total wheel base of 93 feet 11¼ inches against 87 feet 5¼ inches There is also a much increased total heating surface, 5913 square feet as against 5484 square feet. Driving wheels are 63 inches in diameter as compared with the 56 inch and 58 inch wheels heretofore used.

This latter feature, namely the larger driving wheels, makes the new type capable of higher speeds, will result in a considerable reduction of time in hauling the trains over the division, and will go a great way towards increasing freight movement and the average freight mileage per day. This capacity for quicker freight movement can be readily appreciated when it is realized that the diameter of wheels used on this new type is as large as was used years ago on locomotives in passenger service.

The leading dimensions of this locomotive are:

Cylinders, high pressure, 26½ inches in diameter by 32 inches stroke;
Cylinders, low pressure, 42 inches in diameter by 32 inches stroke;
Driving wheels, 63 inches in diameter;
Boiler, inside, 84½ inches;
Boiler pressure, 210 pounds;
Firebox, 96¼ inches wide, 132⅛ inches long;
Boiler tubes, 259 2½ inches in diameter, 25 feet long; 48 5½ inches in diameter, 25 feet long;
Total heating surface, 5913 square feet;
Grate area, 88.3 square feet.
Total weight, engine, 497,000 pounds; tender and engine, 691,000 pounds.

Receives the Usual Courtesies of the Relief Department

28 Augusta Avenue, Irvington
December 6, 1920

Mr. W. J. Dudley,
Relief Department,
Baltimore and Ohio Railroad Co.,
City.

Dear Sir—I acknowledge with thanks the receipt of release on mortgage issued by the Superior Court of Baltimore City, enclosed with your favor of the 3d, which I understand brings this transaction to a conclusion.

Please allow me to express my appreciation of the benefits afforded the writer by your Department and the courtesy extended during the period of the loan.

Yours truly,
W. J. Martin.



The first of the new Mallets, Type No. 7307, waiting at Mount Clare Shops for her road test

Baltimore, Md., December 31, 1920.

To All Members of The Baltimore and Ohio Family:

Once again it is my pleasure to extend to my associates in the Baltimore and Ohio service, best wishes for the coming New Year. The last time it was my privilege to send New Year's greetings to my fellow officers and employes, our nation was in the midst of the Great War. Since then the war has been won, Federal control of the railroads, exercised as a war measure, has been terminated, and the disturbed and trying conditions brought about by the war are gradually becoming settled and more orderly.

While we have lived in the most interesting period in the world's history, we cannot forget that to many of us the war has brought sorrow and disappointment. However, the war is now happily ended, and while the cost is yet to be paid, there are many reasons why we should enter the New Year hopeful and with full confidence in the future. Our country has not been invaded by the enemy, we have not lost a million of our young men in battle as has been the case with some of the less fortunate nations of the world, we have not in this country suffered from drought, crop failure, or great disaster, and we have no cause to fear violent or untried economic or political changes. As a nation we have more than we need of almost everything necessary for life and comfort, and, best of all, we live in a country where all are equal before the law, and where the lowest not only may but constantly do rise to the highest station.

To me the future seems bright and full of promise, provided only we return to the habits of *thrift, economy and well-ordered industry*, which in the past have made us great as a nation, and happy as individuals.

Those of us who constitute the Baltimore and Ohio family cannot expect to realize the fullest measure of prosperity as individuals unless the Company we serve, and with which we are identified, is also prosperous. I most earnestly request, therefore, the helpful support and cooperation of all—officers and employes alike—in order that we may secure for the Baltimore and Ohio Company, as well as for ourselves, a fair share of the prosperity which I firmly believe the future holds for us all.



President, The Baltimore and Ohio Railroad Company.

Car Situation Materially Changed During the Last Two Months

Problem of Economical Handling as Pressing as Ever

ON DECEMBER 29, C. M. Erwin, agent, North Vernon, Ind., wrote the following letter to the superintendent of the Indiana Division:

For the first time as far back as records will show:

We had at freight house platform 13 Baltimore and Ohio box cars loaded with merchandise which was worked at platform December 28. Also had one car in same track west of platform known as "team track" which also was Baltimore and Ohio equipment, 100 per cent. System cars.

With this letter we quote another, a strong appeal sent by Agent Phinney of Grafton to one of his big shippers, as follows:

GRAFTON, W. VA., December 2, 1920.

Gentlemen—With the present abundant supply of box cars it is felt that there should be no failure on the part of any shipper to comply with our requests to load cars in the proper direction. For your ready reference I will repeat the simplest of the regulations governing the loading of cars.

System cars (Baltimore and Ohio Railroad) should be confined to loading to points on Baltimore and Ohio Railroad. Foreign cars should be loaded to destination on the railroad owning the car, to destination on the direct route to such owning railroad, or to destination which will allow the owning road to participate in the freight rate.

It is hoped that you will use every effort to keep cars moving in the proper direction. I give you below four instances in the past two days in which cars have been loaded improperly.

On November 30 you loaded C. N. J. 17550, with glass jars consigned to A. I. Root Co., Medina, Ohio. This is an eastern route car at home in New Jersey and eastern Pennsylvania.

On December 1 you loaded L. I. 3833, with paper consigned to Hinde and Dauch Paper Co., Sandusky, Ohio. This is an eastern route car at home on Long Island, N. Y.

Same date you loaded N. Y. C. 252804, with glass jars consigned to Horlicks Malted Milk Co., Racine, Wis. While we have connections with the N. Y. C. on our western lines, this car was loaded beyond the territory touched by New York Central Railroad and the routing specified did not allow that road to participate in the freight rate.

Same date you loaded C. G. R. 6221, with glass jars consigned to Arlington Chemical Co., Yonkers, N. Y. This car belongs to Canadian Government Railways and is at home in Canada. Same should have been loaded to or towards Buffalo, N. Y., or Detroit, Mich.

If the L. I. car and the C. G. R. car had been reversed a much better showing would have been made.

These instances are brought to your attention for the purpose of securing your cooperation along the lines mentioned, which I am assuring our officials will be given by you.

Yours truly,

P. B. PHINNEY,
Agent.

On March 1, 1920, only 9 per cent. of the box cars on the System were Baltimore and Ohio cars. This was during a period of box car shortage. On November 1, this shortage ceased to exist and on December 1, 35 per cent. of the box cars on our lines were System cars. They were coming home rapidly and the surplus was increasing to such an extent that on December 14 there were 35,000 surplus cars on our lines. One of the important phases of the problem now is, therefore, to get all surplus foreign cars off our lines and back to their owners, under the Car Service Rules.

During the middle of December the net per diem debit against the Baltimore and Ohio was 7,000 cars, a daily charge against our revenues of $7,000, and this in the face of an actual surplus on our lines.

In addition to this charge, the cost of the non-revenue or empty mileage must be taken into consideration. With the surplus of cars on our lines, this amounts to a very considerable sum, as is illustrated by the following case:

At a certain large yard on the Baltimore and Ohio two cars were being loaded, one a Nickel Plate and the other a Long Island. The yardmaster spotted them at the proper platforms for loading in the direction of the home roads, the Nickel Plate car for Paris, Ind., and the Long Island car for New York City. In some way, however, the crew switching the cars did not follow the yardmaster's instructions, with the result that the

Statement of Actual Average Miles Per Car Per Day

(Including Bad Order Cars)

DIVISION	SEPT. 1920	OCT. 1920	NOV. 1920	Highest Monthly Record Performance Since January 1, 1912	Per Cent. Increase or Decrease November, 1920, Over Best Previous Record Inc.	Dec.	Divisional Standing
Philadelphia	40.7	37.4	37.9	72.3	....	47.6	18
Baltimore	14.1	15.0	12.7	16.4	....	22.6	6
Shenandoah	18.1	16.1	16.3	23.0	....	29.1	10
Cumberland (East)	55.0	55.2	50.1	....	....	....	...
Cumberland (West)	40.6	39.5	38.5	....	....	....	...
Cumberland (Total)	49.3	49.0	45.7	76.3	....	40.1	17
MARYLAND DISTRICT	30.3	30.5	27.8	....	....	....	...
Connellsville	20.7	22.8	20.7	32.5	....	36.3	16
Pittsburgh	26.8	24.8	25.7	34.4	....	25.3	7
PENNSYLVANIA DISTRICT	23.3	23.7	22.9	....	....	....	...
Monongah	13.6	13.3	12.0	16.4	....	26.8	9
Wheeling	15.0	14.9	13.3	15.5	....	14.2	2
Ohio River	28.9	26.4	26.0	37.2	....	30.1	12
Charleston	12.5	12.8	10.3	14.8	....	30.4	13
WEST VIRGINIA DISTRICT	15.0	14.8	13.2	....	....	....	...
BALTIMORE & OHIO EASTERN LINES	24.4	24.4	22.5	....	....	....	...
Chicago	31.4	32.8	30.3	41.0	....	26.1	8
Newark	27.3	27.4	23.5	36.9	....	36.3	15
New Castle	29.8	28.3	30.3	37.5	....	19.2	4
Cleveland	23.9	25.0	22.4	27.9	....	19.7	5
NORTHWEST DISTRICT	28.3	28.5	27.0	....	....	....	...
Ohio	55.4	54.4	49.2	69.5	....	29.2	11
Indiana	27.1	30.4	27.1	30.4	....	10.9	1
Illinois	22.0	22.1	19.9	29.7	....	33.0	14
Toledo	25.5	27.8	23.8	27.8	....	14.4	3
SOUTHWEST DISTRICT	28.4	30.0	26.7	....	....	....	...
BALTIMORE & OHIO WESTERN LINES	28.3	29.1	26.9	....	....	....	...
BALTIMORE & OHIO SYSTEM	26.1	26.4	24.3	....	....	....	...

OFFICE OF GENERAL SUPERINTENDENT OF TRANSPORTATION—Baltimore, December, 1920

Nickel Plate car was loaded for New York and the Long Island car loaded for Paris.

The net cost of this to the Baltimore and Ohio can be figured out approximately in this way: Instead of these two cars being returned loaded to their home roads and thus gotten off our lines, both were sent in the wrong direction, with the result that on each there was a minimum per diem charge of $10.00 for 10 days, the smallest length of time required to get them back empty to their home roads. And, as the shortest possible route for each of these cars back to its home road was about 600 miles, and the cost for hauling an empty is rated at five cents per mile, the additional cost to the Baltimore and Ohio was about $30.00 for each car. This makes a total cost of about $100 for just these two cars, all of which could have been saved had the switch crew at the loading point followed out the instructions of the yardmaster.

With the large number of foreign line cars on our lines, it can be readily seen how much net and unnecessary debit many mistakes of this kind would amount to against our revenues.

While there is a surplus of cars on our lines it should be the effort of every employe engaged in the handling or directing of car movement to get cars off our lines in the direction of the owning roads. How this can be done in one way is splendidly illustrated in the fine letter of Agent Phinney, accompanying this article.

Brakeman's Sacrifice Rewarded With Gold Medal

Vice-President Galloway and Other Officers Address Meeting in Honor of Joseph Sweeney

THE committee room at the 24th and Chestnut Streets Station, Philadelphia, Pa., was the scene of a most interesting and instructive program on the afternoon of December 7, when Vice-President Galloway presented a gold medal to Brakeman Joseph Sweeney, who, on January 14, 1920, gave his blood in transfusion in an effort to save the life of a fellow employe, Thomas J. Thornton.

After the showing of the new picture, "Bulletin 70," now being exhibited at various points on the System, R. B. White, superintendent of the Baltimore Division, introduced Vice-President Galloway, who said:

"I did not come prepared to speak on Safety today, but I want to say to you that we have one of the most strenuous Safety men that I know. He pursues me day and night; he follows me all over the Road; he sent for this Safety picture to show me in connection with its proposed use on the Baltimore and Ohio, and then he has brought it along to show it here this afternoon. This picture, we understand, cost the New York Central Railroad between $15,000 and $20,000; from it we can visualize the meaning of accidents.

"Many times it is difficult for us to understand unsafe practices; we have to stretch our imaginations to get a conception of how some accidents occur.

"All accidents are, of course, reported on special forms. It is distressing to get reports of any kind of an accident, but it is particularly distressing to get the report of an accident to a man, and yet, we get them every day. We have made a very creditable showing in the recent No-Accident Campaign, but in spite of it, a number of accidents have occurred. This all came from the failure of railroaders to recognize the importance of Safety work. We should always keep it in mind. I never fail to call attention to it wherever I go. We are interested in it from a humane standpoint. As I have said, it is distressing to receive reports of personal injuries. We cannot do too much to correct this; we cannot say too much about it. Each of us ought to appoint himself a committee of one to inform people about Safety.



Joseph Sweeney

"Strange to say, those who are the victims of many of our worst accidents are men who have been long in the service. This is the thing that the officers have much difficulty in understanding. How do these accidents occur? Why do they occur? It is impossible to understand this from a report.

"There are two examples that I wish to speak of. The first is of a brakeman who left his train and crossed three tracks in order to get a package of cigarettes. Then he stood on the track to light one of them. He was struck by a train. The other instance was the case of two men who sat on a rail in broad daylight. Sat on a rail, think of it! No. 29 came along and killed them both. We have tried to make men understand. How two intelligent men could sit down on a railroad track on as clear a day as this is hard to explain. Men still take the chance. These two men knew that they were on a track on which a train was due to arrive; the other lost his life for a cigarette.

"What more have we got to do? We have the most intelligent of Safety workers, but the fact remains that their work is not appreciated. However, we shall do everything that will impress the importance of this work upon the minds of our people. Let each one, therefore, appoint himself a committee of one to talk Safety to everyone.

"Is Mr. Sweeney here? Will he kindly step to the platform?

"Mr. Sweeney, I am told that on January 14 there was a very unfortunate accident at East Side Yards to a man named Thornton, who was found by his associates to be seriously injured. You recall this, do you? (Mr. Sweeney did.)

"You accompanied him to the hospital. In an effort to save the man's life, the physicians asked for volunteers for a blood transfusion. You offered and gave your blood to save this man, who, notwithstanding your noble sacrifice, passed away. If I talked for hours I could not say enough to show you our appreciation. An example of true manhood; that is what we think of you. Although it is a little late, I wish to say, on behalf of myself, of your associates, employes, and the Baltimore and Ohio Railroad Company, that we greatly appreciate your offering your blood to save the life of a fellow man. I want to present to you a gold medal, on one side of which is the guardian angel, hovering above

the prostrate form of an injured man, and on the reverse side your name and the inscription. I hope that you will accept this medal with the same feeling of joy and pride which we feel in giving it to you."

The medal is about the size of a half-dollar and is attached to a bar, which bears the name of Joseph Sweeney. On the medal itself is this inscription:

"Presented by The Baltimore and Ohio Railroad Company to Joseph Sweeney, who gave his blood in transfusion in an effort to save the life of Thomas J. Thornton, a fellow employe, who was found seriously injured in East Side Yard, Philadelphia, January 14, 1920."

After the presentation of the medal, Mr. White introduced General Manager Ennes, who said in part:

"I appreciate the honor of being here when Mr. Sweeney is presented with a medal. I also appreciate seeing the motion picture. There is little that I can say except to mention an accident which happened to an emigrant train, because of carelessness in handling the signal. One man was killed and 38 people injured—all because of lack of care. On our own Railroad, similar accidents have occurred, but fortunately nothing serious resulted. This will show how mean it is to run by a signal. Rules are all for a purpose. Back of these is the safeguarding of people and property. Within the past six weeks I saw a train standing on a track while a flagman sat upon the nearby rail with his shoe off, fixing his stocking. Now, this man was paid to attend to the train.

"I know how loath most of you are to take a man to task for not handling such matters properly, but it is necessary to keep a sharp lookout for violations of this kind. Just now we are facing a reduction in business. We have got to eliminate unnecessary accidents. I am sure that you are tired of hearing about the reduction of expenses, but this is a vital topic and one which must be discussed."

The closing talk was made by E. W. Scheer, general superintendent, Maryland District. Mr. Scheer said:

"This is the first time that I have had the pleasure of seeing a gold medal presented to an employe. I have oftimes witnessed the presentation of oil cans, lanterns, etc., but never gold medals.

"By the remarks which have been made this afternoon, I am reminded of a case that has come under my observation. I was on my way from Cumbo to Brunswick. As the train came into Brunswick, a man who was standing on the track jumped just in time to save himself from a passing engine. I called to him. He answered, consigning me to other quarters of a higher temperature. Later I got hold of him; he was frightened and trembling from his narrow escape. I talked to him and to the other employes. Yes, they had read the Safety rules, yet, within a few weeks, three men among them had lost their lives.

"Do you wonder, then, that we are going to do all that we can to protect ourselves and to make the Railroad safe for employes and passengers?"

—

BALTIMORE, December 31, 1920.

MEMBERS OF THE BALTIMORE AND OHIO FAMILY—
OFFICERS AND EMPLOYES:

It is again my pleasure to extend to you and yours my best wishes for the New Year.

Vice-President Operation and Maintenance.

Resignation of General Manager Ennes

THE announcement of the resignation of S. Ennes, general manager, Eastern Lines, effective January 1, was received with sincere regret by all officers and employes of the Baltimore and Ohio who have had the pleasure of being associated with or knowing him.

Mr. Ennes's connection with our Road came as the result of the joint operation of the Baltimore and Ohio with the Western Maryland during Federal control. Previous to this he had been general manager of the Western Maryland, but no official ever came with the Baltimore and Ohio who was more whole-heartedly adopted by our own people. He established himself quickly and firmly in their regard and affection, and, as he was giving up his work with us, said that he had never been associated with railroad men who had shown him finer cooperation and whose friendship he cherished more highly.

Mr. Ennes is now vice-president and general manager of the Wheeling and Lake Erie Railroad, with headquarters at Cleveland, Ohio. On December 31, he sent this greeting to the officers and employes of the Eastern Lines:

"Wish you and yours a prosperous and happy New Year."

And we know that we speak for the whole personnel of the Baltimore and Ohio when we wish him in return unqualified success in his new opportunity and work.

Vice-President Galloway has announced that until further notice the general superintendents on the Eastern Lines will report to him direct.

—

C. B. Gorsuch, Superintendent at Wheeling

On January 1, 1921, C. B. Gorsuch was appointed superintendent, Wheeling Division, headquarters Wheeling, W. Va., vice E. V. Smith, deceased.

—

A New Year's Sermon

To be honest—to be kind—to earn a little and to spend a little less—to make upon the whole a family happier for his presence—to renounce when that shall be necessary and not to be embittered—to keep a few friends but those without capitulation—above all, on the same grim condition, to keep friends with himself—here is a task for all that a man has of fortitude and delicacy.

—*R. L. Stevenson.*

—

Cut Loss and Damage 50%
It Can Be Done

With the Help of the Olafson Kids

By Frank Kavanaugh

SHE was sweet sixteen or thereabouts when Fleming first saw her. He was engaged in the noble art of braking on Nos. 7 and 8 on the Elmore Branch at the time. The Elmore Branch, as you are aware, if you have ever read summer resort literature, leaves the main line and meanders up through the mountains to where Elmore Springs is located. Many visitors go there for the summers. The Girl was with a party of school girls and an elderly woman, evidently the chaperone of the party.

"Who's the girl seated next to the old lady?" Fleming asked Mike Reardon, the conductor, as that individual passed a "31" order over to the young brakeman to read.

"Don't know," the old man replied carelessly. "That whole outfit's traveling on a pass, though. I think the old lady's something or other to one of the big bugs of the road. Passes don't grow on bushes these days."

"The girl with the brown eyes—the one next to the old lady's all I wanted to know about," Fleming observed. Then he read the order aloud, as the rules require: "Extra Engine 1260 has right of track over No. 8, engine 661, Siding 22 to Meklen."

The next summer Fleming was a little older, and, when he saw The Girl, she, too, seemed to have aged a wee bit. This time Fleming followed the "old man" through the cars as he collected tickets. By that time passes had been forbidden by an ever-watching government and the girl presented the usual little piece of pasteboard which carried no marks of identification. Fleming looked over his conductor's shoulder as that individual punched the ticket, to make sure. This time the girl was accompanied by no one but the older woman.

By the following summer and the summer after that Fleming was on a freight run and he saw nothing of her. But sometimes, and at the oddest moments, he saw her face, coming to him, it seemed, out of nowhere. There was the time when, on his first trip over the road as freight conductor, he rode a car into a siding at a little hill station on the mountain division of the main line. He had tried the brake on the car before his swing brakeman cut it off from the drag of cars and it held. But when he tried the thing as he was almost to the point where he had to "spot" the car, he gave the wheel the fraction of a turn too much and the brake-chain snapped. Before he had time to realize it the car was gathering momentum and heading for the lower end of the switch to the main line. It would be a two-mile ride, Fleming knew, if the car held the rails. If it didn't—well, he'd better get off. He pulled his watch from his pocket and noted the time. No. 1, the crack train of the road, was plugging along at forty miles an hour somewhere down in those hills, and she was about due. If the car held the rails—Fleming winced. No. 1 carried several hundred passengers, besides the crew of the two engines pulling the train. It would be cowardly to leave the car, yet he knew of no way to stop it. Just then the girl's face appeared, out of nowhere. "When all else fails, try the impossible."

The car was now on the main line, making nearly thirty miles an hour. Just ahead was a sharp curve. On one side stood a bluff; on the other a deep ravine. Fleming understood. With quick motions he drew off his coat, then his overalls, then his shoes. Wrapping his shoes in his overalls and the coat about all, he climbed down the step-ladder at the front end of the car. The clothing, with the shoes inside, made quite a bundle. Watching as the flanges of the outside wheels bit the rail, he dropped the bundle. The flange of the wheel, grinding the rail, struck the bundle. The wheel leaped the rail. When Fleming next regained his senses he was in the railroad hospital, mostly incased in a plaster cast.

The second time he saw the girl was the night he came down in response to the train caller's summons and found his name marked on the board as extra passenger conductor. She seemed to smile.

Mike Reardon, old-timer on the Elmore Branch, had gone to his reward. Fleming, who "knew the road," was put on the runs until someone having seniority would "bump" him. But the Elmore Branch was not much of a run, and no one seemed eager to do the bumping act. A month passed and Fleming asked about it.

"The run hasn't been bid in yet," he was told. "Since the Great Western's Branch was built into the Springs we're not doing much business on that branch anyway. They've got better track and better equipment. Keep the run for a while longer. It beats freight, and it's better than fighting the main line extra board."

"I thought if I was put on regularly I might try and beat the G. W. some. Billings, who's working opposite me—"

"Billings has been there since 1890 and knows all the population along the road. A conductor's got no chance to make people ride, anyhow. That's up to the G. P. A. and his men. You just stay on and then bid in a better run."

"I'll do it," Fleming said, "especially the first part of the request."

Fleming went back to his work. Perhaps the girl would spend the summer at the Springs that next season and perhaps he might—well, he closed his lips and stayed.

He had been there, running opposite Billings for eight or nine months, when one day a special twisted its way over the branch. Officials were inspecting their property and they stopped at every station and sometimes asked the station agents questions about crops, industries and other things the station men are supposed to be familiar with. They were talking to an agent at a small station when a wee girl entered. Shyly she approached the station agent:

"Mamma wants to know if Mister John's train is coming south today."

"He goes north today," the agent replied. "He will come south tomorrow."

"Then we'll go down to sister's tomorrow," the child remarked, as she left the building.

One of the officials was inquisitive.

"A relative of one of the trainmen?" he asked.

"No," replied the station agent. "She's just asking about John's train, John Fleming's a conductor on this branch. There isn't a kid or a mother on the line that doesn't swear by him. He's been known to stop his train near a farm house just because the milk in a baby's bottle became sour and the mother couldn't manage it—the child, I mean—because the milk made it sick."

"Bad precedent, bad precedent," snapped one of the officials, "stopping train except at scheduled points."

"But that mother happened to be the daughter of old Olaf Olafson, leader of a large Swedish colony

here," the station agent asserted. "Fleming didn't know it at the time, of course, and it wouldn't have made much difference with him anyhow. The baby was sick and that was all he thought of. There isn't one of that colony now that wouldn't go out of his way to haul freight to this branch, and they'll wait a day just to get to ride on Fleming's train. Besides Fleming saved your No. 1 on the main line one day by a little quick thinking," and the agent proceeded to tell of the runaway car incident.

"Make note," said the leader of the officials to his stenographer, "to get me statistics about the receipts of the Elmore Branch train; that is, each conductor's train receipts."

The stenographer jotted down a few pothooks in his note book and the special resumed its trip.

"Just ride with John Fleming a trip and see how many children and mothers he carries," the agent said as a parting shot. "Country people who used to travel by wagon and horseback now ride his train, especially the little ones and the mothers. He watches out for 'em."

The officials, of course, had no time to try the experiment, but it seems others working for them did. At the end of his run one day, at the beginning of summer when he expected to see the girl once more, he was relieved. As the trainmaster handed him his passes he remarked:

"I have no idea what they want of you up there, Fleming. There's been some queer ducks up and down the branch lately and if they've caught you wrong on the cash fares, why—"

"I'm not afraid of that, sir," Fleming replied. "I've been square. Anyhow, if it was that, you'd know, and fire me from here."

"It's the first time the officials have ever gone over my head," the trainmaster mused. "If I can do you any good, wire me; and if you lose out and need any assistance, why let me—"

"If I'm to go off the road, sir," Fleming interrupted "I'll try something else. I've saved. When I went overseas I planted everything I had and now I get a little interest that'll keep me awhile, at least."

Fleming nosed into the general offices and after a time was admitted to an office where a big man sat. The big man looked at the card and then consulted a penciled pad.

"Ah, Fleming, eh? Sit down, Mr. Fleming. You're our former conductor on the Elmore Branch, eh? You ran opposite Mr.—er—" The big man consulted the pad. "Mr. Billings?"

"Yes, sir," Fleming replied, noting the past tense reference to his late job.

"Mr. Billings appears to have obeyed some of the rules of our company more closely than you have, Mr. Fleming."

Fleming said nothing.

"On a date I have forgotten, it appears from our records that you caused your train to be stopped at a point unscheduled. You held it there a few minutes while you secured milk for a baby's—er—bottle."

"The day was hot, sir," Fleming countered, "and the baby would have been very sick for lack of sweet milk. The engineer made up the time lost."

"And on the eighth of February you caused your train to be held seven minutes while you and your porter carried an aged lady and gentleman from the landing at Woodside station to a wagon waiting for them about two hundred feet from the right-of-way."

"All the ground around with the exception of the landing was covered with ice," Fleming explained. "The boy in the wagon had a hard time holding the horses. That's a blind siding and no one else was there."

"I have here a list of more than fifty cases in which you have performed acts which no other conductor on the road ever was guilty of."

"I'm sorry, sir, but—"

The big man tore a sheet off the pad and consulted the one underneath.



Two hours later he found a seat by her side

"I also find," he said, "that receipts on your train amounted to 72 per cent. more than from the other train. In the last three months our men have reported that we have received a large portion of the freight business which went to the Great Western's branch into Elmore. I also find that mothers with children wait over a day sometimes to ride with you. We have an opening just now in the general passenger agent's office. I can get you in there if you wish, although I'm somewhat in favor of letting heads of departments hire their own men. But in this case it will be the same thing, as the G. P. A. has asked for you. What do you say?"

"I'd like to stay with the branch, if you please, at least until the summer season's over."

"Take a day or two to think it over. And, by the way, as you're a stranger here, come out to dinner with me this evening. It's quite a little railroad party and you'll make the acquaintance of some of the men from the G. P. A.'s office."

"I thank you, sir," Fleming said, and left the room.

Fleming felt out of place as he gave his card to a servant and was ushered into the drawing room. There was but one person present, because he was early. And it was The Girl!

"Uncle Bill will be down in a few minutes," she said simply. "You are Mr. Fleming, are you not?"

Fleming remembered afterward that he said something, but he did not know what.

Two hours later, he found a seat by her side in an alcove in the drawing room.

"Do you recollect the first time I saw you?" he asked.

"I do," she replied. "You were so tall and slim."

"And the second time?"

"You were trying to raise a mustache, but it was scarcely visible."

"I tried to wait for you this summer, but your uncle sent for me."

"I am going to stay here this summer; uncle is so busy he cannot leave and auntie is old."

* * * * * *

Early next morning he was in the office of the big man. "I have changed my mind, sir," he said. "I'll take the place you offer, if it is still available."

"Blake," said the big man, turning to his clerk, "give Mr. Fleming the note to Mr. Oliver. Mr. Oliver has been looking for a man who loves little children," the big man continued. "We're running a daily excursion down to the coast this summer, and he wants someone along to see that the kiddies learn to like the road. Just got word from our freight department that we beat the Great Western's freight receipts on the Elmore Branch for the period ending the first of the month. You have a chance now to make friends with a great many future Olaf Olafson's. Good day!"

And Fleming walked down the hall toward the office of the G. P. A. The Girl's face danced before him, beckoning him to success.

Handle Shipments as if They Were Your Own

By C. C. Glessner
General Freight Claim Agent

FREIGHT Claim Prevention must be considered from two different standpoints, the public and carriers, both vitally interested in getting shipments to destination promptly and in as good order as when tendered for transportation.

And there is no reason why shipments should not reach destination and be promptly delivered if—and here is where the public comes in—if shipments are tendered in containers sufficiently strong to carry to destination, and each crate, package, bundle or loose piece of freight (L. C. L.) is plainly, legibly and durably marked by a brush, stencil, marking crayon (not chalk), rubber type, metal type, or other method which provides marks equally plain, legible and durable.

Marks must also show name of only one consignee and only one station, town or city and state to which destined. When consigned to a place of which there are two or more of the same name in the same state, the name of the county must also be shown. Shipments consigned "To Order" must be so marked with an identifying symbol or number, shown on shipping order and bill of lading. If this is also done with straight shipments the agent at initial point will carry the information to the revenue billing, which will assist the agent at destination in making correct delivery.

In his remarks before the recent Freight Claim Prevention Congress at Chicago, Mr. H. C. Barlow, traffic director of the Chicago Association of Commerce, said in part:

"When shippers fail to reasonably conform to regulations of this nature, it is the opinion of a large number of shippers that the carriers should refuse the goods rather than accept them and take the chance of damages which may follow."

So much for the shipper's part. Now for the carrier:

Because of the results accomplished already in our Loss and Damage campaign we are of the opinion that claims can be cut in half; that "It Can Be Done." But it will require intensive efforts on the part of all departments and employes to watch the causes that have heretofore resulted in complaint and loss and damage claims, to take every precaution to elimate such causes.

We are sure that all employes are with us to the end that the Baltimore and Ohio, serving eight of America's ten largest cities, New York, Chicago, Philadelphia, Detroit, Cleveland, St. Louis, Baltimore and Pittsburgh, should take its usual place at the head of the column when the final check is made in 1921 to determine which of the carriers have accomplished the end set by the slogan "Cut Loss and Damage in Half—It Can Be Done."



The embarrassing moment

When you meet the girl who married the man for whom you knit that sweater and socks while he was in the army

Employes May Have Deductions Made for Savings and Loans Either Monthly or Semi-Monthly

IN order to give every employe every convenience in his use of the Savings and Loan features of the Relief Department, a revision of the regulations governing deductions from payrolls has been made, as outlined in the following Accounting Department Circular No. N. S. 31, December 17, 1920, signed by Comptroller J. J. Ekin:

TO ALL CONCERNED:

To encourage thrift among our employes, through the agency of the Relief Department, the following rules, effective with January 1921 accounts, will govern in the preparation of payrolls.

1. Employes desiring deductions to be made from their pay for deposit in the Savings Feature must sign S. F. Form 7, authorizing the deduction of a stipulated amount monthly or semi-monthly. S. F. Form 7 must be signed in the space at the left hand margin reading "Noted for Deduction on the Payroll," by proper official responsible for payroll, and forwarded to the Superintendent of the Relief Department. If a monthly deduction is desired, same shall be made on the payrolls covering either period of the month as selected by the depositor. Deductions for deposits, as authorized by employes, must be shown in the "Savings Feature" column on the payrolls, and after each amount so shown the word "Deposit" must be written.

2. Deductions for loans may be made monthly or semi-monthly and if monthly, the period selected by the employe shall govern; however, the stipulated deduction in connection with a loan must be made each month. Deductions for loans must be shown in the "Savings Feature" column on the payrolls and after each amount so shown the word "Loan" must be written.

3. In no case will a depositor or borrower be excused from deductions unless written permission is received from the Superintendent of the Relief Department, and in the event that a borrower should not make sufficient time to pay his full dues for any month, then the difference must be made up in the following month.

4. The total of the "Savings Feature" column must be shown on Form 729, separated as between deposit deductions and loan deductions, in accordance with the notations on payrolls.

5. First carbon of all payrolls, for use of the Relief Department, should be sent to the Auditor of Disbursements in the container with the original of the payrolls.

These instructions supersede all previous instructions regarding this subject.

J. J. EKIN, *Comptroller.*

To Allegheny River Bridge

Baltimore and Ohio Railroad Company—Opened for Traffic December 20, 1920

By O. S. Lewis

General Freight Agent, Pittsburgh, Pa.

Oh thou titanic, architectural span,
Born of the ingenuity of man,
May all who wrought and reared thy frame so well,
Make true and strong thy girders, struts and beams,
Thy joints, rivets, bearings, laps and seams,
And perfect thy dimensions to an ell.

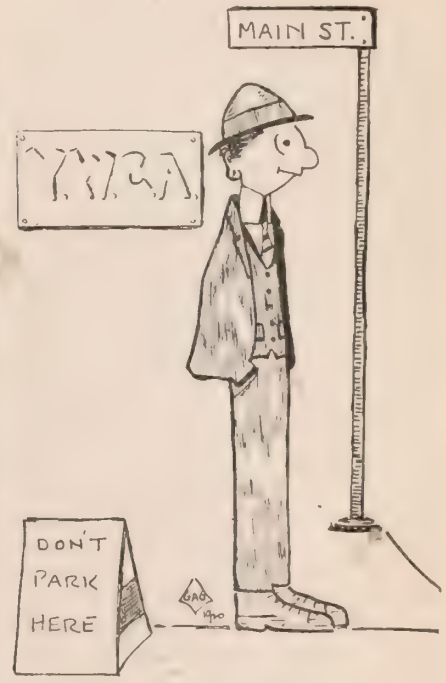
For now we dedicate thee to the task
Of bearing heavy burdens, and we ask
That thou shall bear them safely, well content
At having been conceived and wisely made
To serve, a throbbing artery of trade,
To speed the traffic of a continent.

Each day in endless stream o'er thee shall pass
The peoples of the world, each tribe and class,
On missions of compassion, love or hate,
Or lured in hot pursuit of fabled wealth
Or yet in search of God's great blessing, health;
And all shall unto thee entrust their fate.

The fuel, cotton, raiment and the food;
Things fashioned well of metal and of wood;
Rich ores and precious bullion—wealth untold;
The countless missives, and the reams of news
Fraught with the whole world's messages and views
Will henceforth o'er thy shining rails be rolled.

Thus in the nation's progress lies thy part—
In mining, agriculture, science, art—
The task of serving well on thee is thrust;
And while the decades pass you still shall be
A link o'er waters flowing to the sea;
God keep you ever faithful to your trust.

Cut Loss and Damage 50% It Can Be Done



Around the Town

By G. A. G.

I was standing
On the corner
Down on
Main Street,
When a
Swell machine
Pulls up
To the
Curb and
A nifty looking
Dame pokes
Her head out
And says,
"Where's the
Third Presbyterian
Church?" and
There was me,
Like a big boob,
I didn't even
Know where
The first one
Was.



Assured that our readers will welcome advice and suggestions on the all-important problem of health preservation and life extension, based on the latest advances in medical science, it will be the purpose of this section of the MAGAZINE *to present brief and instructive articles each month by members of the medical staff of the Relief Department. We know our efforts will appeal to our readers. If only a few profit by the advice offered, our contribution to the sum of human happiness will be considerable, and our service of value. The addition of one, five or fifteen years to a life is well worth the task*

Sore Throat

By Dr. U. W. Charlton

Medical Examiner, Wheeling, W. Va.

WHEN one suffers pain in the throat during the act of swallowing, the condition is popularly described as a "sore throat." This may be due to a multiplicity of conditions. It may result from a dryness of the throat, occasioned by excessive smoking; irritation by highly seasoned or spiced food; improper use of the voice; a so-called catarrhal pharyngitis, or general inflammation of the membrane or lining of the throat, usually resulting from mouth breathing associated with obstruction in the nose; and, some times, it may be but the local expression of an underlying constitutional disease, such as syphilis or tuberculosis. In the last instance, however, soreness of the throat is usually a symptom that develops after the disease has been recognized by more pronounced effects in other parts of the body.

The commonest types of sore throat, beginning as a rawness of the throat, and sometimes described as "a stick in the throat," quickly developing into a distinct pain on swallowing, are usually due to either tonsilitis or diphtheria. On account of the wide prevalence of these diseases, and the importance of their prompt and energetic care, we shall limit our consideration to them.

Tonsilitis is an inflammation of one or both tonsils, and in the simple form, where only the covering or mucous membrane of the tonsil is affected, it is known as "follicular tonsilitis." When the underlying structure or body of the tonsil is affected, and the inflammation involves the surrounding tissue, eventually resulting in abscess formation, it is commonly called "quinsy." Either variety may be the result of exposure to cold and dampness, unhygienic surroundings, or carelessness about one's person or habits.

Send for a doctor!

When a sore throat starts suddenly and is accompanied by a chill or fever, difficult and painful swallowing, and a general feeling of fatigue, a physician should be summoned at once; the afflicted person should go to bed immediately in a properly ventilated room not occupied by anyone else, and be made as comfortable as possible until the arrival of the physician, who will render medical aid and give directions for the care of the patient.

The duration of tonsilitis is from two to ten days; it will be longer if complications arise, such as rheumatic symptoms of the muscles and joints, and occasionally symptoms of heart disease. Upon recovery, the tonsils should be examined and if found enlarged or diseased, as repeated attacks of tonsilitis invariably indicate, they should be removed.

The most severe and dangerous type of sore throat is "diphtheria." This is an inflammation of the throat which begins on one or both tonsils, and if not checked will spread to surrounding structures. The cause of diphtheria is a micro-organism known as the "Klebs-Loeffler bacillus;" in all cases of sore throat where there is an exudate or film of grayish white substance on the surface of the tonsils and microscopical examination shows the presence of this germ, the case should be handled and treated as one of diphtheria.

Send for a doctor!

The gravity of this disease emphasizes the necessity for prompt recourse to a physician in all cases of sore throat; the death rate in diphtheria is still rather high, but since the employment of anti-toxin, or serum treatment, there has been a gratifying and constant decrease. With a better understanding of its use, coupled with the effort made to diagnose the disease promptly, the death rate will decrease more rapidly.

Diphtheria may be communicated from one person to another, by convalescents, persons coming in actual contact with patients, and from books, toys or clothing upon which a patient has either sneezed, coughed or expectorated. Pets may carry the infection. These are all known as "diphtheria carriers."

There are many methods of ridding a carrier of diphtheria germs, namely: spraying the throat and nose with antiseptic solutions; sterilization by boiling of bed linen, clothes, dishes and tableware used by patients; and by burning or otherwise destroying toys, books, papers and such articles handled by them. The patient should remain isolated or kept from contact with other people until told otherwise by the attending physician, and it is well for all members of a household where there is a case of diphtheria to receive the immunizing or preventive dose of anti-toxin.

Symptoms of heart trouble and diphtheria-paralysis were frequently associated with diphtheria, but they have become very rare since the use of anti-toxin, and especially so when it is used in the beginning of the disease.

As diseased tonsils cause tonsilitis, they surely create a susceptibility to diphtheria; therefore, if upon the complete recovery of the patient, an examination shows a diseased condition, the tonsils should be removed.

Send for a doctor!

Appreciation of the possible seriousness of an attack of sore throat, especially if arising abruptly and accompanied by chill and fever, and the importance of prompt medical advice, are matters that should deeply concern us. Where so much can be accomplished by early recognition and prompt treatment as in tonsilitis and diphtheria, it behooves us to act intelligently. Diphtheria was formerly one of the most dreaded diseases. Today it is not so seriously regarded by the medical profession, for there is a sovereign remedy in diphtheria anti-toxin. Administered late in the disease it may be futile. While the treatment of tonsilitis is not so definite as that for diphtheria, the disease is frequently not so serious in itself, but early and vigorous treatment is just as necessary in order to prevent serious consequences, such as rheumatism, deafness and heart affections.

Overheard at the Medical Quiz

Prof. Sapio: Dr. Johnson, what causes typhoid fever?

Dr. Johnson: The entrance of typhoid germs into the system through drinking water, milk or food.

Prof. S.: Can contaminated water be recognized by appearance or taste?

Dr. J.: No, sir! Cloudy water with a bad taste may be harmless, while clear sparkling water may contain the typhoid germs.

Prof. S.: How then may we guard against the disease?

Dr. J.: By eating food that has been carefully selected, cleansed and prepared; and by drinking water of known purity or by boiling water of doubtful origin.

Prof. S.: Quite true! But an additional safeguard against the disease is obtained by inoculation with anti-typhoid serum.

"Am I My Brother's Keeper?" "We Are!" Respond the First Aid Men of the Baltimore and Ohio

By W. H. Ball

Assistant to the Superintendent, Relief Department

CAIN, with the cunning of the primitive man, asked this question to avert suspicion from himself as the murderer of his younger brother, Abel.

The answer, which has come down to us clearly and distinctly through the ages, affirmed an elementary duty imposed upon all mankind: we are the keeper and protector of our brother; we are responsible for the preservation and conservation of his life, health and happiness. This principle of mutual dependence and responsibility has served as a powerful agency in the evolution of the civilization and culture which we now enjoy. Without its beneficent influence, primitive man would have been vanquished by the more powerful beasts, and the race would have become extinct.

As our civilization presses onward to its goal, we discover that we must be more and more watchful of the interests of each other, that true progress for individuals and nations springs from unremitting cooperation in the world's work.

With the growth of complex industrial organizations, in which the drone, the shirker, or the self-centered man has no legitimate place, machinery became necessary to produce and distribute the commodities required by the constantly increasing population; and with its advent, the risk of personal injury became more imminent. As the efficient operation of every industry requires dependable service by the individual workers, every effort is bent toward prevention of avoidable accidents, and measures are adopted for the immediate and skillful care of those injured in spite of the precautions for their safety. Behind every Safety Movement or First Aid Service there lies, however, the humane principle that we are, indeed, our brother's keeper.

The Relief Department of the Baltimore and Ohio Railroad has been a pioneer in the field of First Aid Instruction. It became obvious quite early that many minor injuries became grave surgical problems through misdirected efforts by willing, though unqualified, bystanders and fellow workmen. Sometimes lives were lost when they might have been saved had there been present some person who could have rendered intelligent First Aid until a surgeon was found. Upon recognition of these conditions, there immediately followed an organized and methodical plan of First Aid Instruction and Service. Equipment and material were placed at points convenient for emergency use, and employes everywhere have been organized into First Aid teams, the members of which are carefully instructed and regularly supervised by the medical corps of the Relief Department. Prompt and efficient aid is now possible, where previously there were excitement, unhygienic practices, and frequently fatal results due to ignorance of what should be done.

Medical and Surgical Director Dr. E. V. Milholland has just issued a condensed First Aid Manual, which contains brief but explicit instructions for the proper handling of

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. Graham	Operator	Kanawha Station, W. Va.
J. H. Coulbourn	Passenger Brakeman	Philadelphia, Pa.
George G. James	Conductor	Baltimore, Md.
John F. Wunner	Clerk	New York, N. Y.

Motive Power Department

L. A. Cather	Machinist	Fairmont, W. Va.
William D. Lenderking	Plumber	Baltimore, Md.
D. J. Reid	Machinist	East Chicago, Ind.
H. W. Oldenburg	Car Inspector	East Chicago, Ind.

Maintenance of Way Department

Ira E. Baker	Section Foreman	Kanawha Station, W. Va.
J. J. Price	Account Clerk	Newark, Ohio.
F. A. Taylor	Master Carpenter	Cumberland, Md.
Henry F. Eggert	Track Foreman	Pleasant Plain, Ohio.

Statement of Pension Feature

Employes who have been honorably retired during the month of November, 1920, and to whom pensions have been granted:

Name	Last Occupation	Department	Division	Years of Service
Carnes, John H.	Engineer	Cond'g Transportat'n	Cumberland	51
Freeland, Alexander	Blacksmith Helper	Motive Power	Illinois	30
Georges, Frank A.	Truckman	Cond'g Transportat'n	Baltimore	28
Gorham, Lewis L	Car Builder	Motive Power	Chicago	24
Haflinger, Gottlieb	Foreman	Maintenance of Way	Pittsburgh	39
Heafer, George	Mason	Motive Power	Cumberland	41
Hyde, Samuel	Machinist	Motive Power	Baltimore	31
Kreuzburg, George	Pumper	Cond'g Transportat'n	Ohio	34
Oehrl, George F.	Night Clerk	Transportation	All	20
Spurrier, John H.	Engineman	Cond'g Transportat'n	Baltimore	42
Treecher, Josef	Pumper	Cond'g Transportat'n	Pittsburgh	25
Wagner, Conrad	Machine Operator	Motive Power	Cumberland	51

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1919, $333,807.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to August 31 1920, amount to $4,147,122.85.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Cox, Joseph	Ass't Tic't Ag't	Pass	Illinois	November 2, '20	54
Donohoe, Martin	Car Inspector	M. P.	Cleveland	November 14, '20	38
Leach, James M.	Tallyman	C. T.	Baltimore	November 15, '20	36
Fullerton, Henry B.	Carpenter	M. P.	Illinois	November 22, '20	40
Montgomery, Henry	Engineman	C. T.	Cumberland	November 18, '20	36
Ridenour, Samuel	Tender Repairer	M. P.	Monongah	November 25, '20	44
Strothers, James L.	Trackman	M. of W.	Monongah	November 27, '20	31
Turner, Henry M.	Moulder	M. P.	Monongah	November 24, '20	47
White, Thomas J.	Switchtender	C. T.	Newark	November 15, '20	38

the various emergencies arising in the daily operations of a railroad or any other industry. Primarily designed to be placed in the Company's Emergency Cases without folding, it is likewise of such size and shape as to be folded and carried in the coat or vest pocket. An ample supply of the Manual has been printed for free distribution, and it is planned to furnish a copy to every employe. Application for them should be made to any Medical Examiner, Division Superintendent, the Superintendent Relief Department, or to the Medical and Surgical Director at Baltimore, Md

M. W. Jones Wins Another Prize

Charleston Division Magazine Correspondent Rewarded for Fine Work During 1920

DURING the month of December, the editor of the MAGAZINE received the following tribute to M. W. Jones, the MAGAZINE correspondent for the Charleston Division, from the employes of that division.

Many employes have asked why the Charleston Division has been making such a fine showing in the MAGAZINE during the past few months. The answer is at the beginning of our divisional write up each month—M. W. Jones, our most affable correspondent.

You have read articles concerning almost everyone on the division from the superintendent down, but never a word about Jones himself. We cannot possibly allow him to hide his light under a bushel any longer, so here goes:

Mr. Jones came with us in November, 1919, and has made his presence felt in more than one way since. Of a likeable nature, he has made many friends and is still making them. His railroad experience is rather varied, covering over 10 years in different capacities such as: secretary to vice-president, secretary to president, chief train dispatcher. trainmaster, and others too numerous to mention with the Quaqaqui and Quito Railway in South America.

Mr. Jones was born in England, September 19, 1879, and has traveled extensively, having made four or five trips across the Atlantic visiting England, Scotland, France and a number of other European countries. He has also been over the larger part of Canada and the entire United States, and having been so long located in South America, has visited a number of countries in the northern part of that country. He speaks Spanish fluently.

Everything that interests his division and the Baltimore and Ohio interests him: Freight Claim Prevention; Safety; Fuel Performance, etc., are always on his mind. His enthusiasm is great and he has the faculty of passing it on to his associates.

Since the receipt of this tribute, a photograph of Mr. Jones has been received and now all our readers can see what the man who has been adjudged the best MAGAZINE correspondent for 1920, looks like. Mr. Jones' work on the MAGAZINE has attracted attention all over the System, his monthly notes being as near 100 per cent. as they could be.

In addition to his regular work as correspondent, Mr. Jones has done work for the MAGAZINE which has not yet been seen. Several months ago, at the request of the editor, he



M. W. Jones

submitted a comprehensive and interesting article on Weston, the Charleston Division headquarters, with a number of photographs. This article has not yet been used solely because of lack of space.

He is, as will be generally known from this issue of the MAGAZINE, the prize winner in the No-Accident Campaign Essay Contest, Eastern Lines. Other of his good works appear in the MAGAZINE without credit from time to time and some of the best suggestions we have seen come from him.

What an influence for good on his division he is may be judged from the above letter of his fellow employes. Enough to say here that it is significant that the division with the best representation in the MAGAZINE is also the division which won the first place on the System in the No-Accident Campaign and stands high among the divisions in other respects.

Mr. Jones' work as correspondent was brought to the attention of President Willard, who decided that a suitable reward be given him. A set of books was finally determined upon and Mr. Jones is now the possessor of a fine set of Harvard Classics, 50 volumes, which we are sure will always be a source of great pleasure and interest to him and his family. He wrote us about the prize viz.:

Your letter about the Harvard Classics was certainly a happy surprise. I had no idea of any such thing, and you may be sure I was not working with any view of a reward. I appreciate most highly the Company's kindness, and it will give me much pleasure to receive the books referred to. I have long wanted the Harvard Classics, but never felt I could quite afford them.

This reward is the first that has been given to any MAGAZINE correspondent since the MAGAZINE was established. Mr. Jones won it through his unusually high quality work and the editor can only say that he hopes that the precedent which Mr. Jones has established may be followed in future years.

Just one more thing. There are so many correspondents who have done such splendid work, many of them ever since the MAGAZINE was started, that we cannot conclude this article without paying a tribute to them. The competition is wide open for 1921, and, in fairness, we will have to make Mr. Jones ineligible for the prize this year. And we are confident that although he is barred from the competition, his work for the MAGAZINE will be better than ever.

—

Pension Meant Much to this Veteran Employe*

2417 LYNDALE AVE., SOUTH
MINNEAPOLIS, MINN.,
December 2, 1920.

MR. W. J. DUDLEY,
Superintendent Relief Department,
The Baltimore and Ohio Railroad Company, Baltimore, Md.

Dear Sir—I wish to thank The Baltimore and Ohio Railroad Company for their kind care of my father when he was no longer able to engage in active duty. He appreciated, and we all did, that he was provided for as long as he might live, after having spent most of his life in the Company's service. Again thanking you, I am, Very truly yours,

MAUDE J. COX.

* Extract from letter to Relief Department.

—

Cut Loss and Damage 50% It Can Be Done

Please Help Save

Though Written in Weston, this Bulletin Goes for the Whole System

BALTIMORE AND OHIO RAILROAD—CHARLESTON DIVISION

Bulletin No. 2, Weston, W. Va., January 1, 1921

REMEMBER THE CHARLESTON DIVISION SLOGAN—THINK

You are all aware of the present serious falling off in business, of that which occurred during the past month, and therefore of the consequent necessity for rigid economy in every direction. There are many ways in which money can be saved for the Company, without detriment to its interests, and I ask your special and *necessary* and wholehearted support in securing the results desired. The success of the Baltimore and Ohio means the success of each one of us individually, and I feel that I can rely on every employe on the Charleston Division to do his full share.

Your attention is called to the following items, which should be given special attention.

SAVE ELECTRICITY AND GAS—Do not leave lights burning when they are not needed. Look about you and see how many cases like this you can save.

SAVE TELEPHONE BILLS—You have the telegraph and mail service. When the matter is not urgent, use them. The telephone bills on the Charleston Division amount to approximately $300.00 per month. This can be cut in half without difficulty. When you are compelled to use the telephone, BE BRIEF. Each minute costs money. It has become a habit to use the telephone. THINK before you do so, whether you cannot just as well use the wire or the mail.

PREVENT CLAIMS—The amount of money which is spent each year in the payment of claims is appalling. During the first 11 months of 1920 the Baltimore and Ohio paid over three and one-half million dollars in settlement of claims, most of which was avoidable. THINK what good could have been done with this amount of money put into new equipment, or in maintenance. Let us make up our minds to cut the claims in half, at least, for 1921. WE CAN DO IT.

SAVE FUEL—There is no surer way to make money for our Company than by saving fuel. You all know what coal costs today. Every time the pop is open, it costs money. Every time you put the blower on, more money goes up in smoke. Defective locomotives burn more coal than good ones. Every one on the division can do his share to save money in coal. Avoid its misuse and waste.

DON'T WASTE STATIONERY—Paper is costly. If care is used, a large sum of money can be saved in our stationery bills every year. Avoid waste in postage stamps.

WATCH ALL SUPPLIES—Don't handle them carelessly; don't leave tools around where they can be stolen. Handle them as if they were your own.

In conclusion, then, if each one of us will do his full duty to the Company, watch its interests as if they were his own, as they really are, a good showing can be made for 1921. Let the Charleston Division be FIRST in this respect, as it has been in all others, and above all:

BE SAFE—Avoid accidents. Wrecks and personal injuries cost money, cause untold suffering, and CAN BE avoided.

BE COURTEOUS AND LOYAL—and the results will speak for themselves.

Finally, apply the slogan, at all times, to all subjects, "THINK ABOUT IT," be governed accordingly, then, with the rules and instructions for our guidance, we will make Charleston Division another name for EFFICIENCY.

W. TRAPNELL, *Superintendent.*

Archy Supplies a Reason

as i was
crawling through
a shoe store the
other day i
heard two pair of shoes
talking to each other
well says the
first pair
you needn't feel
so smart
you have been
marked down from
twenty dollars to sixteen
while i have been marked
down from twenty-one
dollars to
eighteen dollars
well said the
second pair i
make no claims to
superiority but
i will say i think
we are both doing
damned well for
five dollar shoes archy

—From the Sun Dial, New York Sun.

Telling It Straight

Said Dan McGann to a foreign man who worked at the self-same bench:
"Let me tell you this," and for emphasis he flourished a Stilson wrench,
"Don't talk to me of this bourjoissee; don't open your mouth to speak
Of your Socialists or your Anarchists; don't mention the Bolsheveek,
For I've had enough of this foreign stuff; I'm as sick as a man can be
Of the speech of hate, and I'm telling you straight that this is the land for me!

"If you want to brag, just take that flag, an' boast of its field of blue,
An' praise the dead an' the blood they shed for the peace of the likes o' you.
I'll hear no more," and he waved once more his wrench in a forceful way,
"O' the cunning creed o' some Russian breed. I stand for the U. S. A.!
I'm done with your fads, and your wild-eyed lads; don't flourish your flag o' red
Where I can see, or at night there'll be tall candles around your bed.

"So tip your hat to a flag like that! Thank God for its stripes an' stars!
Thank God you're here, where the roads are clear, away from your kings and czars.
I can't just say what I feel today, for I'm not a talkin' man,
But first an' last I am standin' fast for all that's American.
So don't you speak of the Bolsheveek; it's sick of that stuff I am,
One God, one flag, is the creed I brag! I'm boostin' for Uncle Sam!"—*Exchange.*

Safety Section

Every Division Will See the New Safety Movie, "Bulletin 70," during January and February

AN ENTERTAINMENT and Safety Rally will be held at one or two places on each division during January and February and each and every employe, with his family and relatives, will want to attend.

The Safety Department of the Baltimore and Ohio has obtained a new motion picture, "Bulletin 70," and it is the most realistic and interesting picture yet obtained for the instruction and entertainment of our employes. To miss it would be to forego one of the really interesting events of the year.

The Safety Department wants you to attend. It wants your wife, your children, your mother, your father, your sweetheart to witness this film, which was made on a railroad for railroad people and presents railroad daily life and hazards in a most realistic manner. There are three reels of vital, gripping, inspiring pictures and a pretty story runs through it that will make your heart throb.

Preceding the picture there will be given at each place the picture is shown a musical entertainment that likewise will be worth while. Plans have been made to have five or six numbers on the program. There will be vocal and instrumental solos by capable singers and players. There will be an act of magic and legerdemain that will surprise you and furnish plenty of amusement. In some instances there will be male quartets. Likewise some of the divisions are arranging boxing bouts of three rounds.



ray Studios

A happy home made miserable through the carelessness of a fellow worker—Bulletin 70

In each city or town where the entertainment will be given a large and commodious hall has been secured. You will be able to learn the location of these places from posters that will be distributed throughout your division.

J. T. Broderick, superintendent of the Safety Department, will make an address on Safety at each meeting. There will be singing by the audience of a few popular songs.

Following the musical program and the showing of the pictures, there will be a dance. A good orchestra has been engaged in each city and for two hours both young and old can "trip the light fantastic." There will be quadrilles as well as fox trots, one-steps, two-steps and waltzes.

It is expected that the evening will be one long remembered by those who attend. Admission is free to the entertainment, the showing of the picture and the dance.

Places where the entertainments will be held and the dates follow:

Staten Island—St. George	January 17
Philadelphia	January 18
Baltimore	January 19
Brunswick	January 20
Cumberland	January 21
Connellsville	January 24
Pittsburgh	January 25
New Castle	January 26
Newark	January 28
Cleveland	January 31
Lorain	February 1
Willard	February 2
Garrett	February 3
Chicago	February 4
Washington, Ind	February 7
Seymour	February 8
Cincinnati	February 9
Dayton	February 10
Lima	February 11
Chillicothe	February 14
Parkersburg	February 15
Grafton	February 16
Weston	February 17
Keyser	February 19
Jenkins, Ky	February 23

"Precaution"

By W. A. Mitchell

Safety Agent, West Virginia District

WHENEVER we see a man with an arm off or with an eye missing, caused by his failure to follow the rules and instructions for the government of employes working in and around shops, terminals, etc., on the Railroad, we then realize how important it is that the Safety rules be lived up to. It signifies a waste of man power.

The Safety rules are reasonable and understandable. Sympathy for a



Bray Studios

The human chicken who won't get out of the way in time—Bulletin 70

victim of an accident does not avail much in aiding him to avoid dangerous practices. The victim himself goes through life, probably, a cripple, and he is a loss to himself, his family and the community.

Every employe should familiarize himself with the physical conditions in and around shops, yards, terminals, freight houses, etc. If he sees an unsafe appliance it is his duty towards himself, his fellow workmen and his employer to report the fact to the proper officials. He is not doing his full duty unless he takes this step. It is dangerous in the extreme for an employe to neglect this and later to "take chances." Sometimes we get by on a "chance," but more frequently we observe that he who "takes the chance" loses an arm, or a leg, or an eye, or is a cripple in other ways.

"Safety" should be the slogan of all Baltimore and Ohio employes not only at work, but also when they are at home. Begin at home to think Safety, talk Safety and act Safety; then we will accomplish our tasks on the Railroad with Safety and will practically eliminate injuries and fatalities.

Safety is the first step in the family welfare. It is our duty to preach it in our homes as well as in our shops. If we would think while at the work bench of the little tots who said, "Good-by, papa," when we left the fireside in the morning, and of the wife, who added, "Be careful and don't get hurt today," Safety would be kept fresh in our minds and would ever be a reminder that there are others depending on our careful progress. Above all, remember that it never has paid anyone to grow careless.

Employes should not fail to wear goggles when doing heavy chipping or cutting. And in performing this work they should adhere strictly to the Safety rules which the Company has issued for their benefit. They should know that all conditions about them are safe before undertaking their daily tasks. If they see any workmen indulging in unsafe practices they should call attention to the facts and warn the offender that he not only is endangering his own well-being, but also that of yourself and other men. This, in many cases, will prevent serious injury. Your life is worth what you make it; make it safe and you make it sure.

A Railroader's Rebus

My first is in Russia and also in Prussia.
My second is in Asia, but not in Europe.
My third is in France, but not in Italy.
My fourth is in Argentine, but not in Brazil.
My fifth is in Australia, but not in China.
My sixth is in Uruguay, but not in Bolivia.
My seventh is in Florida, but not in Maine.
My eighth is in Ohio, but not in Texas.
My ninth is in Arizona, but not in Illinois.
My tenth is in Mississippi, but not in Maryland.
My last is in West Virginia, but not in Indiana.

Cut Loss and Damage 50% It Can De Done

Picked Up Here and There

By "Ernie" Baugh
Of the Dining Car Department

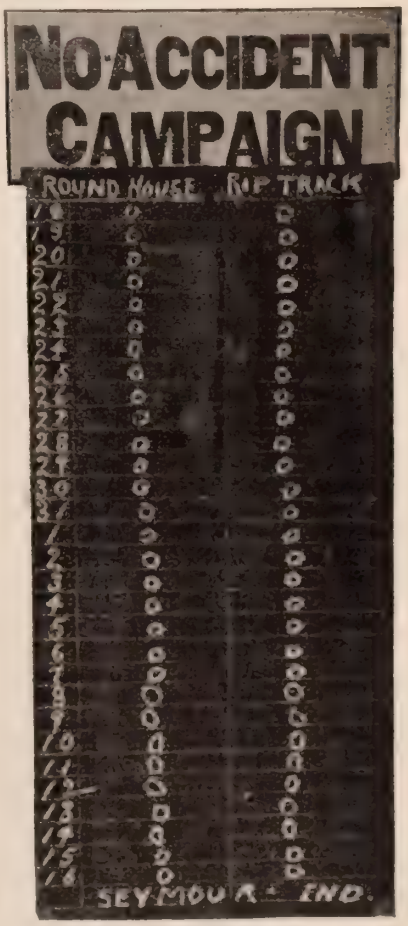
Harry Smiley, our genial and popular Stationmaster at Chicago, was holding back some immigrants that were unloading from No. 15, letting the first class passengers out first, and was asked by a portly passenger "What's going on here?" He answered "I am holding back the League of Nations." As he looked up he discovered that he was talking to the Honorable William Howard Taft.

Seymour Will Continue Its Score Board—May it Keep the Record Clean!

By P. T. Horan
General Foreman

The accompanying photograph is of the score board that was kept of Seymour roundhouse and car repair track during the No-Accident Campaign, October 18 to November 16. Its appearance proves that the men took an active part in preventing accidents to themselves and their fellow workmen.

I feel proud of the splendid showing made in my department and am going to continue the score board. We are all very much interested in Safety, and I believe this will be an incentive to the men in keeping down accidents.



Roundhouse board



ROBERT M. VAN SANT, *Editor*
MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

A One Hundred Per Cent. Brakeman

In the early days on the Lake Shore and Michigan Southern Railroad, now a part of the great New York Central System, one of the best operated railroads in the world, passenger trains stopped at Elkhart, Indiana, for meals. One of the railroad's brakemen on these trains got quite a local reputation for the way in which he called the station:

"Elkhart! Twenty minutes for hash."

Then he would get off the train and call up the platform to the engineer:

"Skin 'er back, Charlie, over the switch."

This story was vividly recalled to my mind the other day when I met a Baltimore and Ohio brakeman of the Twentieth Century type. It was going through the tunnel from Mount Royal Station to Camden Station in Baltimore that I first noticed him as he stood in the forward end of the coach and announced so clearly that the passengers could catch every word he said:

"The next station stop is Camden Station, the last stop in Baltimore; change for Annapolis, all points on Chesapeake Bay, etc., etc."

It was such a clean-cut performance that I became interested, made some inquiries about him and learned that he is rated 100 per cent. by his associates and superiors.

He is eternally on the job to make our passengers comfortable. If he finds a coach poorly ventilated, he opens ventilators in the front and rear on the side opposite that from which the wind is blowing. If he finds that the temperature has a tendency to go above 70 degrees, he reduces the steam, and if it goes down below 60, he increases it.

If seats are turned in the wrong direction after passengers have left the train, he turns them so that they face the engine. If there is litter of any description on the seats, he removes it, and frequently he goes through the coach and adjusts the curtains to the level of the upper sash of the windows, where this does not interfere with the individual preference of a passenger, for he knows that when the curtains are at a uniform height it gives the coach a trim and orderly appearance, inside and out.

Where windows are left open by passengers who have left the train, he closes them, lest resulting draft should cause discomfort to other passengers.

He has read the funny stories about the unintelligible way some trainmen announce stations; in fact, he knows them from experience. Often he has listened to the rapid-fire barrage of the typical lunch room girl in announcing the bill of fare. So he is particularly careful when announcing stations to be sure that the passengers understand him. Instead of calling the station name first, which is the wrong way, because the passengers often miss the name when it is the first word of the announcement, he says: "The next station stop is Brunswick (or Baltimore or whatever it may be)," by his few preliminary words preparing his passengers for the station name.

When the train is in motion and the details of his job are properly attended to, he takes his seat in the end of the car nearest the emergency valve, so that in an emergency he can reach it quickly.

One other thing about this 100 per cent. brakeman. His work is a pleasure to him. From experience he knows that time passes most quickly when his mind is occupied, when he is busy looking after the comfort and convenience of passengers. Hence he gives passengers the impression that he is a pleasant and contented fellow and through that they get this same impression, an invaluable one, of the Railroad.

The future holds good things in store for this man.

Is This Asking Too Much?

Talking the other day to a fellow employe about the interest some men show in their work, reference was made to a certain engine crew. Their names were on the Roll of Honor recently for making some minor repairs to a locomotive which had broken down on line of road, and thus saving a bad delay to their train and consequent unnecessary expense.

"Examples of this kind were common during the war," remarked my companion. "Out on the mountain divisions during the heavy congestion of the extreme winter of 1917-18, we had a number of instances of engineers jumping in and filling the places of firemen, when necessity demanded, to get our trains over the road."

War times are over now, but we ought always to be engaged in a fight for greater efficiency, greater economy, even if in an emergency we have to jump in and give a lift on the other fellow's job.

The Magazine a Clearing House of Information

The MAGAZINE office gets many interesting inquiries from employes. For instance:

"What is the meaning of locomotive 'expression'?"

"Please send me information in regard to cranes."

"In 1914 there was an employe by the name of John Doe working at Cumberland. Can you tell me whether he is still an employe there?"

"When was the first train run over the Baltimore and Ohio Railroad?"

These and other similar questions reach us and we do our best to answer them; not often from our own fund of information, usually by inquiry of other departments.

If you want some information about the Railroad and do not know where to get it, send your request to the MAGAZINE. We will do our part to help you.

A Privilege to Belong to the Baltimore and Ohio Family

Recently the writer got a letter from the assistant cashier of one of our freight stations. It was concluded by the words, "We esteem it a great privilege to belong to the Baltimore and Ohio family."

He was speaking of his own family—his wife, two children and himself—one of the most interesting families, I suppose, on the Railroad.

They have a small farm not far from the freight station and, notwithstanding the fact that the two children are at school and that both the mother and father work for the Railroad, they find time to save money and get recreation in their garden and with their chickens.

They are the most thrifty people imaginable, not stingy, for they spend a good deal of time and not a little money on Sundays and holidays in visiting as a family, places of interest, historical and otherwise, near their home. New England, from the green hills of Vermont to the sandy shores of Nantucket, was covered last summer in their ten day holiday. Not an inexpensive vacation, even when the free transportation, for which they are grateful to the Company, is considered.

Intelligent, hard-working, liberal-minded, unselfish, loyal employes, these. They are not the only ones who could truly write, "We esteem it a great privilege to belong to the Baltimore and Ohio family."

—

Start A Checking Account

Dozens of employes are ordering through the MAGAZINE office the railroad books advertised in the MAGAZINE. For every check of an individual which we receive in payment for these books, there come three or four post office money orders.

It seems unfortunate that railroad employes, making larger wages than ever before, do not make more general use of banking facilities in the way of checking accounts. There are many reasons why they should:

To have a checking account in a bank gives a man a certain business standing otherwise unobtainable.

It is the safest way to handle money.

It is a great convenience and economy; a man who pays a premium for the use of post office money orders, if he sends many of them, will soon realize this.

Cancelled checks are legal receipts for bills paid, so much so in fact that many business houses do not even bother to send receipted bills when they have been paid by check.

One can keep a much more accurate and systematic record of his finances through a checking account than by carrying cash in his pocket and paying bills in that way or by money order

Readers will find banks almost uniformly willing to open small checking accounts. There are undoubtedly many men among the railroad workers of America who, having but recently started small checking accounts, will eventually become important and valued depositors of banks because of their large balances.

Go to one of your local banks and talk the situation over with its officers. You will be courteously received, because bank officials, even more than other people, realize that the desire on the part of a man to start a checking account is indicative of his determination to adopt up-to-date business methods in handling his own finances and that he is therefore a thrifty and substantial member of the community.

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Cut Loss and Damage 50 Per Cent. It Can Be Done



The Penalty of Ignorance

Coming in on a local from Washington to Baltimore I was seated in the smoker. A man, who, from his general appearance, I judged was poor, got on the train at one of the small stations. With him was a rosy-cheeked boy, dressed in clothes that were the worse for wear and also for dirt. Yet he was an attractive little fellow but for one thing—big, blue eyes that should have been his most attractive feature were, instead, almost repellent—swollen, running, discolored, dirty, one of them with a drooping lid. The man showed a disposition to talk and in the course of conversation I remarked that the little fellow, who was restless and whining, had a bad cold in his eyes.

"O, that ain't a cold; he's been that way since he was born."

I asked why he did not take him to a hospital. A mute shake of the head was the only answer.

"What does the doctor say about him?"

Again the man shook his head.

I then asked him point blank if a doctor had examined the boy's eyes.

"Nope," was the laconic reply, "but the man in the drugstore says he can't do nothing for him."

Chances are that the attention of a competent occulist, or perhaps a few visits to the eye clinic at a hospital, would change the irritated and unsightly eyes of the little fellow into the beautiful clear blue orbs which his Maker intended he should have.

Such is the penalty of ignorance, even in this day, when free medical attention can be had, when needed, almost for the asking.

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A Tell-Tale Bulletin Board

Sunday night in one of the largest and most important union stations in the country: In the concourse a three-panel blackboard showing incoming trains, Baltimore and Ohio trains on the left, those of one of its principal competitors in the centre, and those of other railroads on the right.

Two of the Baltimore and Ohio trains were from the West and two from the East, all through trains, and after the number of each were the initials "O. T.," so pleasing alike to railroad employes and railroad passengers.

In the next panel, that of our competitor, there was a different story: five through trains, but four of them late, from fifteen minutes to one hour and thirty-five minutes, the latest a crack train, one of the best-known in the whole country.

I would like to have gotten a picture of the blackboard. Lacking that I hope you can see it with the same pleasure I did. This is not an uncommon occurrence. Baltimore and Ohio passenger trains are making good "O. T." records. Let us remember that. Let us tell our friends about it and boost our passenger business.

¶ These men are making "Baltimore and Ohio" synonymous with railroad courtesy—Join their growing ranks!

"High Up on the Roll of Greatness," says Bishop Bell of Conductor Mullin

United Brethren Church
Eastern Area
Bishop's Residence, 1509 State Street
Harrisburg, Pa.

November 12, 1920.

Mr. J. F. Keegan, General Superintendent,
Pennsylvania District,
Baltimore and Ohio Railroad,
Pittsburgh, Pa.

My Dear Sir—The older I grow the fonder I grow of commending the good I discover in folks everywhere. Last Monday night I lectured in Connellsville, Pa., and entrained on your No. 10 there at 12.25 a. m. I could find no seat and so went to the rear of the last day coach and set my heavy case on end and made that my seat. When the conductor came to me he said, seeing my ticket was for Martinsburg, that my seat would prove wearisome and he would see if he could get me a seat as he looked over the car going back. Very soon he summoned me to the center of the car and asked me to be seated by another gentleman whom he had aroused to share with me. In the meantime he had passed me to the rear vestibule and grabbed my large grip and *himself* over my protest settled it in a reversed seat space. This unusual kindness and service deeply moved me; but listen.

As we neared Cumberland this same conductor, ready for his leave taking, had discovered a little young mother with a tired babe wedged in with four people near the rear toilet, and here he came up the aisle helping the weary little mother until just opposite me he halted and said to two gentlemen who were going to get off at Cumberland, "Gentlemen, you are about to leave the car and I am sure will be pleased to give your seat now to this young mother with her small child." The two men arose, touched by his gallantry, and cheerfully made way while the worn mother and child sat down smiling and expressing thanks. Soon after we had left Cumberland the mother and babe had improvised a resting posture and they were happy all through the long night. I did little else myself than rejoice over the goodness and thoughtfulness of your great conductor. If he is greatest who serves most this man is high up on the roll of greatness.

Sincerely yours,
(Signed) William M. Bell,
Bishop.

Dining Car Steward Schluderberg Does a Good Turn and Is Commended For It

Superintendent Baugh of the Dining Car Department tells us the interesting story of one of our dining car stewards who rendered a service to the son of the general superintendent of another railroad and who considered the act only as a part of the day's work. Mr. Baugh says:

"Henry Schluderberg, dining car steward, on No. 5, found a young boy whose mother had gotten off the train in Washington and for some reason or other had been left. He received a wire message to put the boy off at Martinsburg and to put him on No. 7; the boy had no money, so Mr. Schluderberg fed him and gave him a dollar for his supper while waiting for No. 7. Mr. Schluderberg casually mentioned this case, and when I wanted to congratulate him he seemed to think that there was nothing coming to him and that it was all in line with the Baltimore and Ohio policy.'

When Mr. Baugh asked for a memorandum of the incident, Mr. Schluderberg sent him this:

October 30, 1920.

E. V. Baugh,
Superintendent Dining Cars.

Dear Sir:

In reference to our conversation of October 25, as to the attached letter; I treated it in the manner that I did because I thought it my duty. I also pictured this in my mind: Suppose this had been one of my daughters who had been left on a train alone without one cent in her pocket?

I always like to live up to the Golden Rule: "Do unto others as you would they should unto you."

Yours truly,
(Signed) H. Schluderberg.

The letter to which Steward Schluderberg refers was as follows:

The Chicago & Alton Railroad Co.
Operating Department

A. P. Titus, General Manager
Transportation Building
Chicago, Ill.

October 13, 1920.

Mr. H. Schluderberg,
Steward, Dining Car 1026, train No. 5,
Care E. V. Baugh, Superintendent Dining Cars, Baltimore and Ohio Railroad, Baltimore, Md.

Dear Sir:

My son Jack has advised me of the very kind and courteous treatment you accorded him, as well as the financial assistance you rendered him on the 3d inst., when he was left alone on your train No. 5, account of his mother missing the train at Washington.

The amount of money you loaned Jack I gave to the Pullman conductor to return to you. I presume you have received it before this time.

I thank you very much indeed for your kindness, and trust that I may at some time in the future have an opportunity to reciprocate.

Yours truly,
(Signed) W. H. Penrith,
General Superintendent.

Conductor Eckman's Example of Service

On September 23, Mrs. Dick, wife of Dr. J. McFadden Dick, Salisbury, Md., boarded No. 22 at Washington, D. C. She had had only 15 minutes in which to make the connection from the Southern Railroad, and in purchasing her ticket at Washington for Wilmington, was given a ticket for Winchester, Va. She did not notice the error until she was informed of it by Conductor H. Eckman, who told her that if she would let him have the ticket he would exchange it on his return trip to Washington, take out the fare, and return the balance in change to her. She agreed, and the money was forwarded to her later. In her letter Mrs. Dick thanked Conductor Eckman and stated that she was telling her friends of the fine courtesy she had received.

¶ I have never seen a man who could do real work except under the stimulus of encouragement and enthusiasm and the approval of the people for whom he is working

Charles M. Schwab

Edward V. Smith
John Wiley Deneen

Edward V. Smith

SHORTLY after 3 o'clock on the afternoon of December 7, the telegraph and telephone lines carried to thousands of Baltimore and Ohio Railroad officers and employes, the sad news of the death of E. V. Smith, superintendent of the Wheeling Division. His death was caused by acute meningitis, with which he was afflicted less than two weeks before.

Edward V. Smith was born in Meadville, Pa., on March 29, 1873. After a high school education, he was graduated from Allegheny College. On leaving school, he entered the service of the Erie Railroad, in the Engineering Department. Four years later he came to the Baltimore and Ohio as supervisor. In 1916 he was transferred to the Transportation Department as assistant superintendent of the New Castle Division. In 1917, Mr. Smith went to the Wheeling Division as superintendent. He was well known and loved by his employes and fellow workers. Mr. Smith was married in 1892 to Miss Rena Stuckrad, of Kent, Ohio. Their only child, Martha Lee, was born in 1905.

The funeral services were held at his residence, 2227 Eoff Street, Wheeling. At 7 o'clock on Friday morning, the funeral party left Wheeling via the W. & L. E. for Kent, Ohio, where the interment took place. Among those who went from Wheeling were 75 Baltimore and Ohio employes; General Superintendent J. M. Scott and Acting Division Superintendent Creed Malone were in charge.

Superintendents from other divisions who attended the funeral services were: J. W. Root, Ohio River Division; W. Trapnell, Charleston Division; H. B. Green, Cleveland Division; J. D. Beltz, Pittsburgh Division; H. K. Cruse, Newark Division; D. F. Stevens, New Castle Division. Other officers were: T. W. Martin, terminal supervisor, Pittsburgh; C. W. Gorsuch, supervisor of transportation, Pittsburgh; H. H. Harsh, division engineer, Pittsburgh.

The active pallbearers were: J. W. Bull, road foreman of engines; A. H. Warner, division engineer; F. R. Davis, trainmaster; J. E. Rickey, dispatcher; C. E. McGann, master mechanic; M. J. Walsh, road foreman of engines; G. Gatewood, road foreman of engines, and M. E. Cartwright.

The honorary pallbearers were J. W. Root, W. Trapnell, U. B. Williams, J. B. Bowden, district master mechanic; T. B. Burgess, fuel supervisor; G. P. Fitzgerald, chief clerk to superintendent; F. N. Fuqua, and W. J. Duffy.



Edward V. Smith

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John Wiley Deneen

JOHN WILEY DENEEN, former superintendent of the Monongah and Cumberland Divisions, died at the Deneen home, Cumberland, on Tuesday, December 14, from anaemia.

On December 8, Mr. Deneen was brought home from Denver, and on the following Friday, Dr. Stengel, an eminent blood specialist of Philadelphia, took him in charge, but held out no hope for his recovery.

John W. Deneen was one of Cumberland's most promising men. He was the son of Mr. and Mrs. John B. Deneen, born and reared in Cumberland and educated in the public schools of the city. He entered the service of the Baltimore and Ohio Railroad Telegraph Department when but 17 years old, and rapidly rose to the position of superintendent of the Cumberland Division, from which position he was transferred to the general staff, with headquarters in Baltimore, on September 1, 1920, to be given an official position with the Railroad upon his recovery. In the Telegraph Department he made progress rapidly, and in successive stages was promoted as follows: to train dispatcher, chief train dispatcher, trainmaster and assistant superintendent, in the latter two positions under former Division Superintendent M. H. Cahill. From the position of assistant superintendent he went to the Coal and Coke Railway, then a subsidiary of the Baltimore and Ohio, as superintendent, with headquarters at Gassaway. From that point he was promoted to the superintendency of the Monongah Division and stationed at Grafton, W. Va., coming to the Cumberland Division as superintendent on June 25, 1918, succeeding Superintendent G. D. Brooke.



John Wiley Deneen

The funeral services were held at his home at 3 p. m. on December 16; and his burial took place at Rose Hill Cemetery. The active pallbearers were: E. P. Welshonce and T. K. Faherty, assistant superintendents; E. C. Groves and M. A. Carney, trainmasters; P. Petri, division engineer; G. A. McGinn, chief clerk, and G. R. Bramble, relief agent.

The honorary pallbearers were: J. F. Keegan, general superintendent; T. J. Brady, J. D. Beltz, C. W. VanHorn, B. Z. Holverstott, W. Trapnell, J. W. Root, superintendents; C. A. Mewshaw, trainmaster, Baltimore; G. K. Galloway, general master mechanic; W. W. Calder, district master car builder and S. B. Wolfe.

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A Good Salesman

DINING Car Steward W. H. Elkins, Car 1022, No. 10, "Florida Special," from Martinsburg on November 17 last, had as guests Mr. and Mrs. C. H. Horn of Akron, Ohio.

Mr. Horn had made it a habit for years to have no breakfast but a cup of coffee. On this occasion Mrs. Horn had ordered buckwheat cakes and country sausage and when they were served they looked so good to Mr. Horn that he was wavering on his resolution.

Here Steward Elkins displayed his diplomacy and salesmanship: "I'll fix you an order and if you don't eat it, I'll pay for it." The bargain was struck, and, to use Steward Elkins' words, Mr. Horn "cleaned up."

I am reporting this case because I have had the pleasure of eating Mr. Elkins' "Baltimore and Ohio Special" meals and I know how Mr. Horn enjoyed his breakfast.

I will venture to state that no railroad in the United States serves as good a meal for $1.25 as does our own. AN EMPLOYE.

An Open Letter Sent to the Presidents of All Chapters of Baltimore and Ohio Veterans

BALTIMORE AND OHIO MAGAZINE
MOUNT ROYAL STATION
BALTIMORE, MD.

January 17, 1921.

Dear Mr. President:

If you yourself were not present at the reception tendered the delegates of the Grand Lodge by the Baltimore Chapter of Veterans on the night of December 13, you have read an account of the meeting in the December issue of the MAGAZINE and recall the fact that President Willard addressed the Veterans on that occasion.

A part of his address was devoted to a forecast of business conditions, and the general decline in the volume of business which he then predicted is now self-evident. The railroad cannot, of course, create business; *its* volume of traffic is only a very accurate thermometer of the volume of business being done. On the other hand, our employes can bring to our Railroad a larger share of the business available than we are now getting. Hence, in the hope of diminishing the adverse effect which the present decrease in business has had upon the prosperity of the Baltimore and Ohio and its employes (and it is unnecessary to add that the interests of the Company and its employes are mutual), President Willard made a strong plea to the Veterans that they use every effort to bring business to the Railroad, each one becoming an active solicitor, telling his friends about the facilities of the Baltimore and Ohio and the desire of its employes to give the best possible service

In the motion which followed his address, he was thanked for his presence at the meeting and for his talk, and by acclamation given a unanimous vote of support by the representatives of all the lodges present, to the end that they would do their best to carry out his wishes in this respect.

It is at President Willard's suggestion, therefore, that I write to ask you if you will not read this letter at your next meeting, and see if some systematic movement cannot be made among your members to secure additional business for the Railroad.

By their long years of service and their high standing in their respective communities, the Veterans of the Baltimore and Ohio have an influence in their social and business circles which can be used properly and effectively to this end. Even a mere suggestion to a friend that he give our passenger service a trial not only makes an enthusiastic patron of our passenger service but often, directly or indirectly, influences freight traffic to our lines.

However, at this time something more than a mere suggestion is needed to bring about the desired result. As President Willard pointed out in his talk at the Baltimore meeting, much of the business which the Baltimore and Ohio had built up through long years of service, was diverted to our northern competitors during the period of the War in order that we might be able to handle a greater amount of materials needed by our armies; but now that the war materials have ceased to move, it is most important to all of us that we should get back to the Baltimore and Ohio rails business which formerly moved this way. To accomplish this in the shortest possible time will require the active cooperation of all who are interested in the matter, which means all Baltimore and Ohio employes, Veterans or otherwise.

As President Willard also pointed out in his Baltimore address, there are two ways by which the business of the Company may be increased, one by solicitation or by the getting of new business; the other way, which is quite as effective, is by giving good service at all times so that people who ship once or ride once over the Baltimore and Ohio, will not only want to ship or ride again, but will also advise their friends to do so.

We are most anxious that this letter be given the widest publicity possible among the members of your chapter and whatever you can do toward that end, either through personal contact or in open meeting, will be appreciated. We will also be glad to have you acknowledge this letter and keep us in touch with any developments which may come as a result thereof.

When any of your members have any suggestions to offer as to how new business can be secured, please have copies of them sent to me so that they can be examined for use in the MAGAZINE. And when any of your members get business for the Railroad, we shall also be glad to pass this word along in the MAGAZINE, telling how, when and where the business was secured, so that credit may be given where credit is due and other members of your strong organization inspired to similar activities.

Very sincerely,

(Signed) ROBERT M. VAN SANT,
Editor.



Veterans Enjoy Annual Banquet at Newark, Ohio

THE annual banquet of our Veterans' Association of the Newark Division, held in the dining room of the First Baptist Church, Newark, Ohio, on Thursday evening, December 16, was a grand success. Veterans, their wives and daughters and guests, to the number of 320, sat down to an excellent dinner served by the ladies of the First Baptist Church. The invocation was given by the Reverend Frazier of that church.

D. F. Moriarity, president of the Newark Chapter, acted as toastmaster and showed himself to be at home in that capacity. Out of town guests of the Association included the following: Grand President and Mrs. Sturmer; Grand Vice-President and Mrs. J. M. Garvey; President and Mrs. G. A. Bowers, of the Baltimore Chapter, and W. W. Wood, chief of the Welfare Department.

The dinner was thoroughly enjoyed by all, the cuisine being of a high order. The ladies received many compliments for the excellent manner in which it was served. After all had been served and the dessert finished, the president of the association, D. H. Moriarity, called the banqueters to order and in a brief statement outlined the policies of the association and then introduced W. W. Wood, chief of the Welfare Department, Baltimore, Md. Mr. Wood touched on a number of topics relating to railroad efficiency and paid the Veterans several splendid compliments for the services which they rendered the Railroad in the years gone by and which many of them are still giving.

Speeches were also made by the following: George W. Sturmer, grand president; G. A. Bowers, president of the Baltimore Chapter; J. M. Garvey, grand vice-president; H. G. Kruse, superintendent Newark Division; F. E. Cooper, master mechanic. The ladies also were represented. Mrs. G. A. Bowers, chaplain of the Baltimore Chapter, gave a pleasing recitation, followed by Mrs. F. M. Howard, president of the recently formed Newark Ladies' Auxiliary, in an interesting talk on the work of the women in the Association.

Rev. Frazier was the last speaker called upon and spoke in his usual pleasant and entertaining manner.

This was the most successful affair the Newark Division Veterans have held and all seemed to enjoy themselves. Considerable credit is due Captain J. H. Doyle and his corps of able assistants for the success of the evening.

The Newark Division Association is in fine condition and growing rapidly. It now has about 375 members with nearly 75 new applications to be acted upon at the next meeting.

A Well Earned Vacation

THE accompanying photographs are of Conductor and Mrs. William Stanley, who are now on a visit to their old home in England. Mr. Stanley is a conductor in Camden Yard and a member of the Veterans' Association. Mrs. Stanley is a member of the Ladies' Auxiliary. It has been 38 years since they have visited their people in England and their friends wish them a pleasant time. They left via New York on the S. S. Aquitania on December 14. Before their departure their friends, among whom were many of Mr. Stanley's fellow employes, gathered at the Stanley home and tendered the couple a fine reception. They will remain in England until April.



Mr. and Mrs. William Stanley

Observance of Book of Rules Saves Disappointments

By C. F. Hopkins

"THE Engineer's Creed" by Brother Covell in the November issue of the MAGAZINE reminds me of a little experience I had when I first entered railroad service nearly 30 years ago.

The trainmen were given a Book of Rules which served as a pass over the road.

I had a copy and was going from the roundhouse to the passenger station on an engine, a distance of two miles. In the way was a work train with two or three cars of gravel. We waited a minute or two, then I got impatient and, rather than wait for the unloading of the cars, got off and walked. I had gone but a few yards when the engine passed me and I had to walk the balance of the distance, just because I was not familiar with the Book of Rules, which said the engine I was on had the right of way, consequently the work train must get out of the way and let it pass.

As Brother Covell suggests, the Bible is a fine Book of Rules and if its contents are *familiar* to the owner it will carry him over many hard places and save some disappointments.

Be sure you know your Book of Rules.

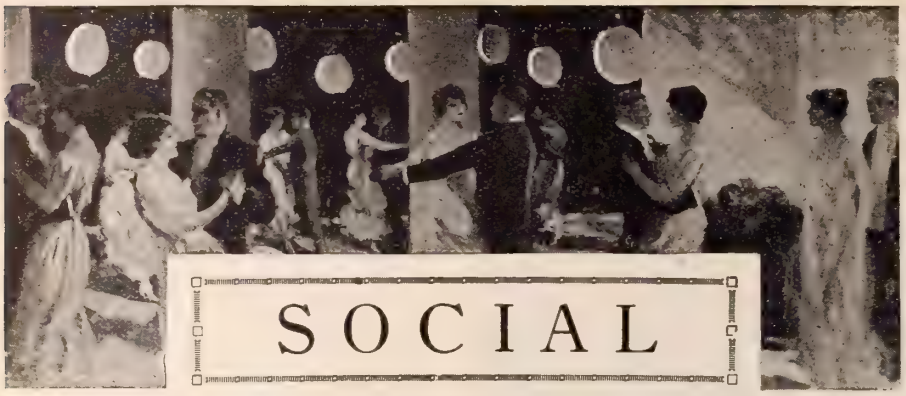
Some Martinsburg Veterans

By C. E. Auld
Secretary

IF ANY railroader would like to hear about old times on the Baltimore and Ohio, all he has to do is to drop in Joseph Pfarr's shoemaker shop on North Queen Street. There he will find a number of veterans who are always ready with an old story or an argument. They form what is known as the "North End Ananias Club," which is composed of the following members: P. J. Shriver, M. L. Sharon, M. H. Harman, D. Conners, Joseph Pfarr, Thomas Sakeman, Lewis Dugan, William Airhart.

P. J. Shriver, pensioned engineer, age 73 years, is known by all railroad men as "Uncle Peter." It is interesting to hear him tell of his days when he was hunting and fishing in and around the Potomac River in Morgan County. As a young man he was one of the best hunters and fishermen to be found, and when it came to wild turkeys and deer, he was hard to beat. And even now, when the Spring opens, you will see "Uncle Peter" starting out with his fishing pole on his way to the Potomac River.

Cut Loss and Damage 50 Per Cent. It Can Be Done



Cleveland Terminal Employes Form Welfare Association

AT A dinner of the Cleveland terminal employes held at the Masonic Club, Cleveland, on Wednesday evening, December 8, the formation of a welfare association of the employes was launched. F. W. Boyer, secretary to terminal trainmaster, was elected chairman of the Organization Committee and C. H. Groninger, Traffic Department, was elected secretary of the Association.

The dinner was attended by approximately 50 employes, representing the transportation, traffic, station and yard forces. Considerable enthusiasm was displayed and plans were formulated for promoting social and athletic events throughout the winter months.

Assistant Superintendent Fahy acted as chairman and impressed those present with the importance of observing the rules on seal records and home route cars. These instructions he fully explained, giving several illustrations and instances of the results following the failure of employes to observe them. Mr. Fahy also urged the employes to solicit business for the Company and pointed out the necessity of giving courteous treatment to our patrons.

Assistant General Freight Agent J. C. Kimes explained the urgent necessity of securing more traffic for the Company, calling particular attention to the fact that in the last week of June, 51.9 per cent. of the traffic originating on our line in the Cleveland Terminals was switched to connecting lines, while for the last week of November we were able to decrease the amount of switch traffic to 35.4 per cent. For the first week in December the per cent. went up to 39.5 however.

He also said that for the week ending November 27, the percentage of cars loaded on all Cleveland lines that were switched to connecting lines was 42.61, while the percentage of cars switched by the Baltimore and Ohio was less than the other Cleveland lines. Here he pointed out the opportunity for the considerable improvement which could be effected by giving every attention to road haul movements, billing and switching the cars promptly from the shippers' sidings, classifying and forwarding on trains the same day the cars are loaded.

Attention was called to the fact that we have lost some revenue from our failure to weigh cars that were so carded. Illustration was given of shipments of sand that were billed at forty to fifty thousand pounds, instead of 10 per cent. above the marked capacity of the cars, and employes were urged to protect our earnings by displaying special interest in the billing of cars at the proper weights.

Mr. Kimes closed his remarks with a strong plea to each employe in the Cleveland District to exert every possible effort to secure more business for our Company and to hold to our rails the business which we now have. He stated that the keynote of his remarks and of this meeting, and the thought which he hoped all employes would carry back to their daily work was—"Business for the Company."

District Passenger Agent Strickenburg explained the duties of the Passenger Department and some of the difficulties encountered from time to time. He appropriately divided the passenger business into two sections:

1. The business that comes to a railroad through natural course of events.
2. Business that is created and secured through active solicitation.

He impressed those present with the necessity of giving proper attention to both classes of business and cited several illustrations of passengers using our service between local points who were so well pleased with the courteous attitude of our trainmen and other employes that they became solicitors for our Company by recommending our service to their friends.

Mr. Strickenburg stated that each employe should be proud of his connection with this Company, which is the third largest revenue producing railroad of the United States, that each employe should see to it that he is known in his neighborhood as an official or an employe of the Baltimore and Ohio Railroad, that each employe should be provided with a schedule of our trains and should be in a position to answer any reasonable inquiry at any time and place.

Mr. Strickenburg closed his remarks by emphasizing the statements of previous speakers regarding courteous treatment of patrons and the necessity for securing more business.

Division Freight Agent Farmer called attention to the increase in the per diem rate and the fact that interchanging a car before 12 o'clock midnight would effect a saving of one day's per diem, or $1.00. He also complimented the employes of the Operating Department on the splendid cooperation that the Traffic Department had been given at different times in the movement of cars and for the special attention given to shippers and receivers.

Trainmaster Batchelder, Terminal Trainmaster Gensley and Terminal Agent Bell described various interesting features which they hope and expect to accomplish in the near future in the way of further improvements in our service, that will, without doubt, strongly appeal to our patrons.

The meeting ended with a round-table discussion, in which all those present took an active part, each employe giving his views as to what action could be taken towards securing more business and improving our service. The suggestions given were all practicable and immediate action will be taken to put them into effect.

"Uncle Ned" Tells About the Minstrel Show Given by the Mount Clare Welfare Athletic and Pleasure Association

YAAS, Suh, Mistah Tatum, when yo' boys gits it into dey hades to black dey faces, den we sho-nuff niggers is jes' natchully got to go way back an' set down. Now right away somebody goin' ax me how I know, bein's Ise black an' aint got no right to go whar white folks is. But on de night ob de twenty-second day ob November, white folks wuz black an' black folks wuz white, an' ef yo' doan b'lieve it, yo' go an ax Mistah Wood.

Mistah Wood, yo' know, is dat 'stinguish lookin' gempman, what eb'ry time he make his bow before de public, yo' heah some nice young lady say, "Aint he got de pretties' hair!"

Well, right in front ob dis heah minstrel show, out walk Mistah Wood. He commence:

"Ladies an' gempmen, brudders an' sistahs." Yo' know he's bleeged to bring in dat *brudders an' sisters;* ef yo' wants to know why he say it, jes' ax him. Wid dat he up an tole 'em dat dey wuz once a man name Homer, what set de worl' on fiah wid his minstrelsy, an' dat eber sence dat day,

dey has been minstrels in de broad land. Some folks call 'em troubadours, an' dey used to go to de palaces of de barons an' baronesses an' sing an' play an' toot dey horns; but nowadays de baronesses an' barons an' sech animals comes to heah de minstrels. An' he say dat when dat Mistah Christophah Columbine diskivvered Afriky, dat he done find de true minstrels, who is minstrels widout knowin' it. An' white folks what can't be black by nachur, jes' blacks they own faces an' den acks nachural. But mos' conspicuous of all dat Bruddah Wood say in de course ob his remarks was de follerin': "Ef dey voices is brilliant as dey faces is black, den we'se gwine hab some music indeed. An' music beats in de heart ob him what hears it."

Ah, how Ah wish dat de great Mistah Caruso could a-heard dem voices! De way dat dey sung dat "Ole Black Joe" it jes' made mah toes trimble in mah shoes. Den de curtain went up. Dere set de beatenest bunch ob make-believe niggers what I eber sot mah eyes on. Most ob 'em wuz dressed up in black suits wid black an' yaller collars an' long-tail coats an' white gloves. But two or free wuz dressed differenter from de rest ob 'em, an' dem folks what aint seed Mistah Roper is done miss half dey lives. He wuz right on de end when de curtain went up, sportin' a most ridiculous pair ob white rim spectacles, a red cap—what he was allers puttin' on an' takin' off—a red tie, tremendous big trowsers, 3 or 4 diamon' rings, a embroidered shirt, an' a most begorgeous yaller christian anthem in his button hole. I kin tell you' dat he wuz got up most magnificent, an' Solomon in all his glory wuz not arrayed like one ob him. An' as fer rollin' de bones, Ah———! An' jazz! Oh———My!

But settin' right in de middle ob de blackes' ob dem black niggers wuz Mistah Barry Fenton. He wuz-er-er-a-er—wait, I got it writ down—heah 'tis—I-N-T-E-R-L-O-C-U-T-O-R! Dat's what he wuz, an' I tell yo', he did beat anything I eber seed. He kep' things goin' jes' as lively as if dey wuz a game ob African golf goin' on all de time. But dat aint all. When he foun' dat his two end men wuzn't dere, all he had ter do wuz wave his hand in de air an' invoke de sperrits, an' I'm blest if dem two men what he wuz lookin' fer didn't drap right outen de heabens down on to dat stage. One he say he come from Cincinnati an' de othah from Noo York, an' it warnt more'n 10 minutes sence dey bofe left dey own respecktive place. I doan know how dey done it, 'cause dey didn't explain, but I reckon dey must ob come by de Baltimore an' Ohio. Dey tell me dat Mistah Barry, as dey call Mistah Fenton, had done all de bossin' ob dat show, an' I got to say right heah dat he is some director.

Aftah de openin' chorus an some jokes, Mistah Lee come out an' sung all about how he once had a "Sweet Little Alice Blue Gown." I can't imagine how he musta looked in it, but he musta been a stunner, 'cause de folks kep' on clappin' dey hands an' made him come back an' tell it all obah agin.

Den, if yo' aint neber seed nobody shake a lively foot, yo' oughta seed Mistah Stern, what sung a little song called "Chili Bean." Talk about dance! Dat niggah nigh tored hisse'f in two.

Right in de midst ob all dis motley crowd come a white lady. She wuz all dressed up in black, wid spangles, an' fringes, an' lace, an' a shawl. She danced a Spanish dance an' clicked little crickets in her hands at ebery step. Den, she dance what dey call a Egyptian ballet. Lordy, but it done made de col' chills crep' up an' down dis niggah's spine! Jes' like a snake she look, wid her long hands creepin' back an' forwards lak some long, black snake crawlin' thoo de grass. Dat lady wuz a wondah, but I'll tell yo' moah 'bout her in a minute or two.

"Aftah You Git What Yo' Want, Yo' Don't Want It," sung Mistah Hittel, an' it sho' is de troof. I doan know what happened dat some young lady must a-throwed Mistah Moxley down, but he come out on de stage wid teahs streamin' outen

(*Continued on page 72*)

Baltimore and Ohio American Legion Post Organized

All Eligible Urged to Join or Transfer

THE Baltimore and Ohio now has a full-fledged American Legion post. The organization meeting was held in the Assembly Room of the Baltimore and Ohio Building on the night of November 4, and we were fortunate in having the Department Commander, Charles F. Macklin, with us, in a presiding capacity. After the fags had been passed around, those in attendance listened with a great deal of interest to the plans which the Department Commander has for Maryland's members of the Legion during the coming year. Principal among these is the securing of a larger membership and the definite arrangement for financing Legion Headquarters for the State.

Commander Macklin is an altogether likeable man, democratic, genial, enthusiastic, hard-working, and all those present caught his enthusiasm and promised to support him in his big job.

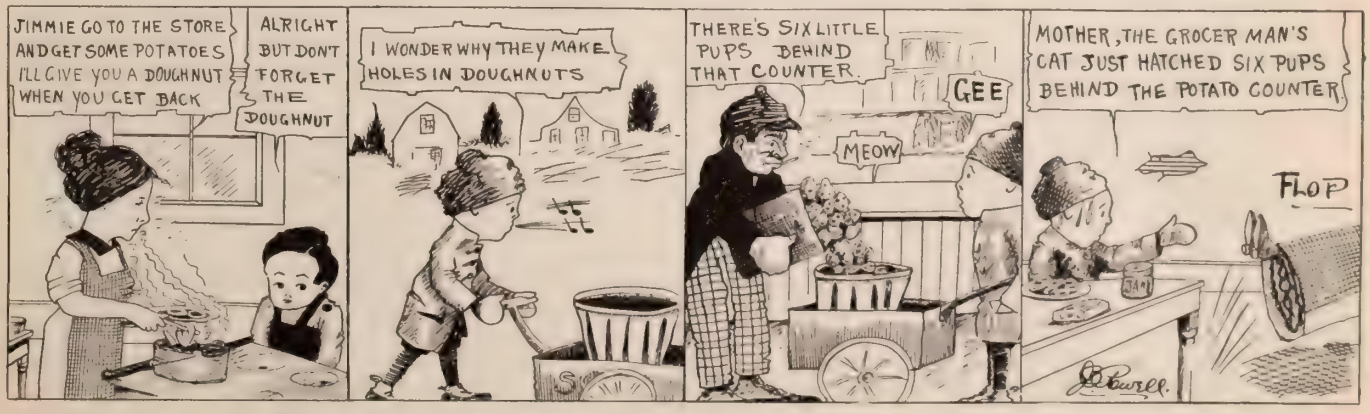
The following officers were elected:

Post Commander, W. W. Baldwin;
Vice Commander, John A. Kennedy;
Post Adjutant, Henry C. Weber;
Finance Officer, Walter W. Weller;
Historian, Robert M. Van Sant.

The election of a sergeant-at-arms and an executive committee was postponed by common consent. All present at the meeting promised to participate in the Armistice Day parade. As a result, the Baltimore and Ohio Post made a remarkable showing in the parade, not so much in so far as total numbers were concerned as in the proportion of members of the Post participating, and the good marching order of the post in the parade. Jenks B. Jenkins, valuation engineer for the Railroad and Lieutenant-Colonel of Engineers, U. S. R. C., was in command.

There is no reason why the Baltimore and Ohio Post should not rank with the best in Maryland. The Railroad had over 6,000 of its employees in the War, hundreds of them from Baltimore City and environs. The Post is fortunate in being permitted to use the Assembly Room in the Baltimore

(*Continued on page 72*)



Women's Department

Edited by MARGARET TALBOTT STEVENS

Fireside Tales

O, let us draw near to the fireside tonight,
For the yellow moon's face is fast hid in the clouds,
Hark! how the winter winds howl with delight
And the deep veil of darkness the starlight enshrouds.

But the fireside is bright and the flames kindle high,
And the red goblins dance on the logs to and fro,
O, they bring back the jewels no money can buy—
The memories of tales that we heard long ago.

The tales that are told by mother to child,
When bedtime draws near and the firelight burns high,
When dark grows the night and the wind rages wild
And the sandman comes creeping across the dark sky.

Tales of fair princesses, knights brave and bold,
Of castles with towers and fortresses strong,
Of kings and their jesters, of misers and gold,
Of Cyclops, of Kriemhilde, of the sirens' gay song.

Now the firelight grows dim, the goblins are gone,
The stars shine again, the wind has gone down,
But the tales of the firelight have gone on and on
And we live in a castle in gay Sleepytown.

What Goes to Make A Good Stenographer

By Edith Coplan
Stenographer, Transportation Department

Here is a splendid example of what girls in the offices can do to help build up the Women's Department. Miss Coplan has contributed to our pages before, but we believe that this is the best ever. In her letter which accompanied the following article, she said:

"My idea was to have something like a series of talks by the various women workers, having a representative of each kind of work give hints as to the best possible manner of doing her special work, giving hints as to efficiency, etc."

Who will be the next?—ASSOCIATE EDITOR.

BEING a good stenographer, I should say, is not always up to the stenographer alone. It is a sort of 50-50 proposition between stenographer and dictator, or even 60-40, but when it comes down to 70-30, the stenographer must be exceptionally good in order to be considered a "good stenographer."

Mere shorthand and typewriting do not make a stenographer, although there are many who have this mistaken idea. Being a good stenographer is a combination of being able to write and transcribe shorthand accurately with a fair degree of speed, and possessing plain common sense. These are the essentials of an efficient stenographer and all may be easily acquired by applying a little time and thought to that which is most lacking.

If you are not up to par in shorthand, brush up on words and word signs, and learn to read your notes, but, as often happens when reading your notes, if there is something that doesn't sound just right, do not foolishly write what you think you heard but (if you do not wish or are unable to ask questions) write what you *know* will be correct, regardless of whether it was the exact phrase dictated or not. However, care should be taken that you know just what is correct before attempting to change anything. And that is what I mean by plain common sense.

Common sense is good judgment, together with a general knowledge of what goes to make conversation, including a thorough understanding of the English language. Of course, common sense literally cannot be learned, but it may be acquired. Books are our best teachers and reading the right kind of books goes far toward improving one's mind. The daily newspapers and good magazines are also important factors in this connection for it is just as important to know what is going on in the world as it is to be able to discuss a good story. But most important of all is a fair knowledge of the English language, or in other words, grammar. Although it is not absolutely necessary to know every rule and every particle of speech, every stenographer should know at least the rules of punctuation, and should also know something about nouns, pronouns, adjectives, adverbs, subjects and predicates; a stenographer should also be able to spell properly. What with so many correspondence courses and our own excellent night schools, where one may attend either free of cost or at a slight expense, it really is not hard, if one has the will, to become a good stenographer.

Below I have tried to consolidate a few hints which I hope will prove as helpful to others as they have been to me:

Whenever possible, ask for files or reference notes from which a letter was dictated, so that you will be able to verify your own notes with them, especially proper names, numbers, etc.

Ask to have proper names spelled out during dictation, unless you are very familiar with them, for even such common names as Smith or Brown may be spelled in more ways than one. (As a hint to the dictator, I might add here that when dictating names, which most stenographers write out in longhand, it would be a much appreciated consideration on his part if he would go a little more slowly than when dictating other words.)

Do not be afraid to ask questions. It is much better to interrupt during dictation and make sure of a thing, than to have to write the letter over afterwards.

Quite often I have lengthy letters dictated to me which are alike with few exceptions, especially in the matter of tabulations, quoting of rules, etc. I have made a practice of keeping an extra carbon of such letters, binding them with heavy paper, and heading them "Form Letters." Since my employer has learned what I have done he no longer dictates such letters but gives me the necessary data and I can write the letters myself. In this way much time and energy is saved both for the dictator and the stenographer. My work also necessitates my sending out a good many circular letters. In a similar manner I have made up a book of circular letters and when it is necessary to refer to any one of them I have them right before me without going to the files.

Do not forget that a good stenographer is always neat in his work and his typewriting is well spaced. His carbon copies look just as well as the originals.

And, as a parting injunction, do not sulk or sneer when you have corrections to make, even though it be not your fault. Always do these things cheerfully and willingly. I would much rather correct what I have typewritten on the typewriter than have it all marked up and disfigured with a pen.



Miss Olive Dennis, civil engineer

Can A Woman Be A Civil Engineer?

Miss Dennis Says "Yes"—And Proves Her Answer By Being One

IN THE Bridge Engineering Department, on the 13th floor of the Baltimore and Ohio Building at Baltimore, is a young woman whose love for mathematics led her to choose the field of civil engineering as her life's work. She is Miss Olive W. Dennis, the daughter of Dr. Charles E. Dennis, of Baltimore; she is a competent worker who knows and likes her job.

Miss Dennis was born at Thurlow, Pa. As a child she was fond of mathematics. Her brother was a civil engineer and she became interested in his books; in this way she received her first impressions of engineering, and decided then and there that she wanted to learn how to build bridges. She was graduated from Goucher College, Baltimore, where she received her A. B. degree; at Columbia University she took her degree of M. A., and was graduated as a full fledged civil engineer at Cornell a year ago. She was the second woman to receive the degree of Civil Engineer at that university, and at the time she attended school there, there were only five girls who were taking that course.

While at school she had six weeks of experience in a regular surveying camp. When asked if she had had any experience in outdoor work during the cold weather, she laughed.

"I helped lay out the railroad line at Ithaca last December," she said, "and I am rather anxious to get out on the road again. There is no reason that a woman can't be an engineer simply because no other woman has ever been one; a woman can accomplish anything, if she tries hard enough."

Before coming to work for the Baltimore and Ohio, Miss Dennis taught mathematics in the Technical High School at Washington, D. C., but decided that if she would be an engineer, she must get down to real engineering work.

"I have always said that the Baltimore and Ohio is a fine railroad; my first experience with it was as a commuter, and that's the acid test of any railroad. I have always liked it, I like to work for it, and I think Baltimore and Ohio people are just splendid!"

Miss Dennis came to us only a few months ago. She is the only woman engaged in engineering work in the Bridge Building Department. She possesses a delightful personality and is an interesting conversationalist; to meet her is to like her. Besides her knowledge of bridge construction, she is a talented pianist and singer; she understands several languages and dearly loves to knit socks. (She didn't tell us all these things, but we happen to know one of her friends.) A gentleman who was standing nearby while we were talking to Miss Dennis, said:

"Ask her if she's afraid of mice." Miss Dennis laughed.

"No," she said, blushing like a little school girl, "I'm not afraid of mice nor of snakes—but I'm horribly afraid of bugs! Ugh!"

Recipes

Butter Scotch Pie

2 eggs, well beaten; 1 pint milk; 2 tablespoons corn starch, dissolved in milk; pinch of salt; 1 cup brown sugar.

Mix thoroughly the above ingredients, flavor with vanilla, and boil in double boiler until thick. While this is cooling, bake the crust. Put in filling and cover with meringue.

Meringue

4 heaping tablespoons XXXX sugar; ¼ teaspoon cream of tartar; ¼ teaspoon salt. Flavor with vanilla.

(Contributed by Mrs. Nelson Smith, Dorsey, Md.)

Devil's Food Cake

⅔ cup of shortening; 2 cups light brown sugar; 2 eggs, dropped in creamed margarine and sugar; ½ cup of sour cream; 3 scant cups of flour; 1 teaspoon baking powder. To the above batter add ½ cup grated bitter chocolate; 1 teaspoon soda; ½ cup boiling water, stirring until soda is thoroughly dissolved.

Icing

1 cup light brown sugar; ½ cup grated bitter chocolate; ½ cup sweet milk; 1 teaspoon vanilla. Boil until chocolate forms a ball when dropped in cold water.

(Contributed by Mrs. F. W. Fritchey, Baltimore, Md.)

Valencia Rice

2 large onions, sliced and fried; 2 tablespoons melted butter; 1 can tomatoes; 1 cup raw rice; 1 pint water.

Put into double boiler and cook until it is of the consistency of porridge. Pepper and salt to taste. For a small family, use half the quantities of ingredients.

(Contributed by Mrs. Robert G. Peck, Washington, D. C.)

Dear Women Readers:

What wonderful possibilities these long winter evenings bring to us! Time to read, to study, and to do the little things for ourselves that we have long neglected; time to dream about the future; time to plan for next Spring's flower garden and for the rearrangement of the decorations of our rooms. Time is valuable, and the person who has plenty of it to spare is rich indeed.

Have you five, ten, fifteen or twenty minutes to spare this evening? Splendid! Mrs. Housewife, get your pen and ink and a sheet of paper; Miss Business Girl, put a sheet of paper into the typewriter. Now, we are ready to write—not our New Year's resolutions, but a letter to the other women who read our MAGAZINE.

There's a girl in Cincinnati who is anxious to know how the girls in Baltimore spend their Saturday half-holidays, and about the long hikes that many of the young folks here are wont to take; there's a housewife in Weston, W. Va., who would like to find out what the women of Dayton, Ohio, have to say about the new labor-saving devices which are being used in many of the western kitchens; there is a mother in Connellsville who would like to know what varieties of foods the mothers in Parkersburg put into their children's lunch boxes to make that cold midday meal particularly appetizing; there's a girl in the offices at Cumberland who wants to know what qualifications she will need besides a regular business course in order to become the "crackerjack" stenographer who is in demand throughout the business world today.

Now, I am going to ask the girls from Baltimore, the housewife from Dayton, and the mother from Parkersburg to answer these questions. Thank you. Just take a few minutes to tell us about it on your sheet of paper, and, in the meantime, if you happen to have any questions to ask, let us have these, too. There is surely to be somebody who is as willing and anxious to answer your questions as you are to ask them, and we shall be glad to publish both questions and answers in these columns.

Yours sincerely,

Margaret Talbott Stevens

Associate Editor

Frocks of Unusual Style for Home Dressmakers to Reproduce

By Maude Hall



Dress 9146 35 cents Dress 9134 35 cents

THE Paris innovations in dress, as shown in the newest importations, may easily be reproduced by home dressmakers. Some are extremely simple and some are not, but all ring true to the straight silhouette, which means that they do not offer any insurmountable difficulties.

Among a fresh series of creations one finds dresses fashioned in taffeta, satin, tricotine, serge, velvet and gabardine, though there are two or three different names for the gabardine effects. The silks are especially interesting because they are considered as hints for springtime to be tried out at the Winter resorts. Two-tone effects and bright colors are featured. We are promised a brilliant collection of greens, reds, yellows, blues and purples. Rust, which will run toward the lighter shades known as nasturtium, will also be heard from rather impressively.

The latest silks are characterized by all the softness demanded by present modes. Among the foulards one finds fanciful designs in floral and futuristic patterns and foulard is used for some exceptionally clever separate blouses made in kimono style with the adjustment at the back. These blouses may be used separately or worn with skirts of satin, taffeta or velvet in costume effect. Soft taffetas in two-tone effects are frequently trimmed with bands of braid or embroidery featuring the tones of the silk. On one charming model consisting of a straight gathered skirt and long-waisted kimono blouse, the trimming bands, five in number, run round and round the skirt, being repeated on the waist in the same arrangement. Vertical bands of the decoration which outline the square neck, break the round outline, however, and give variety to the trimming. The lower edge of the blouse and the short sleeves are trimmed with deep flounces of accordion-plaited chiffon.

In every group of ultra-smart frocks one will find at least one velvet model. Particularly *chic* is a design with tunic blouse trimmed about the lower edge with a wide band of fur and several tiny tucks. The neck is U-shaped, although provision is made for a slashed front and rolling convertible collar. The two-piece skirt is laid in the plaits at the top, closing at the left side. All of the dresses shown may have high collars, if preferred, for although they have not been generally accepted as yet, Paris is strongly emphasizing the high collar.

Silk crepe de Chine is ably aided and abetted by brown satin in an afternoon model with Moyen Age waist. The blouse is laid in plaits under the arm and closes on the left shoulder and under the left arm. A straight gathered flounce is sewn to the lower edge of the blouse, while a flounce of the same kind trims the skirt. The foundation dress, sleeves and vest of satin are in a deeper shade of brown than is the crepe de Chine used for the outer waist and flounces. Color is handled with charming results in all of the models for the coming season, and it is predicted that the Southern resorts will see a great deal of red and white in addition to black and white combinations.

WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mount Royal Station."

Try our pattern service—five days from day you mail order to day you get pattern.

Name .....

Street .....

City.....State.....

Size.....

Send pattern number.....

Freight Rate Increases Here and Abroad

The Bureau of Railway Economics computes the total advance in freight rates in this country, from 1914 to 1920, at 80 per cent. As compared with this, the estimated increases in some foreign countries have been: Austria, 390 per cent.; France, 140 per cent.; Holland, 70 to 140 per cent.; Norway, 150 per cent.; Sweden, 200 per cent.; Switzerland, 180 per cent.; United Kingdom, 101 to 114½ per cent.



Dress 9090 35 cents Dress 9245 35 cents Blouse 9218 35 cents Skirt 8835 25 cents Dress 9240 35 cents Blouse 8618 25 cents Skirt 9221 35 cents Dress 8930 35 cents



Dress 9163. 35 Cents

In many of the afternoon dresses neutral shades are selected and they make an effective background for the charming combinations of color in the embroideries and beadings so extensively employed in the decorations of modish costumes.

Although the addition to the length of the new skirts is slight, it is noticeable. The very short skirt has been rather overdone and the reaction against it will probably result in new designs of uniform length.

DRESS No. 9146. Sizes 34 to 48 inches bust.
DRESS No. 9134. Sizes 34 to 46 inches bust.
DRESS No. 9163. Sizes 34 to 48 inches bust.
DRESS No. 9090. Sizes 34 to 48 inches bust.
DRESS No. 9245. Sizes 34 to 42 inches bust.
BLOUSE No. 9218. Sizes 34 to 48 inches bust.
SKIRT No. 8835. Sizes 24 to 34 inches waist.
DRESS No. 9240. Sizes 34 to 42 inches bust.
BLOUSE No. 8618. Sizes 34 to 50 inches bust.
SKIRT No. 9221. Sizes 24 to 32 inches waist.
DRESS No. 8930. Sizes 34 to 46 inches bust.

—

Employment Wanted!

The housewife has no occupation,
According to the census taker!
'Twould seem impossible to break her
Of making life one long vacation
Of sweeping, sewing, dusting, baking;
Of bed and bread and pudding making;
Of feeding men and kids and chickens,
And working all day like the dickens,
To rise next morn at four a. m.
And do the same thing o'er again.
It seems the duty of the nation
To give the housewife occupation.
—R. E. ALEXANDER in *Country Gentleman.*

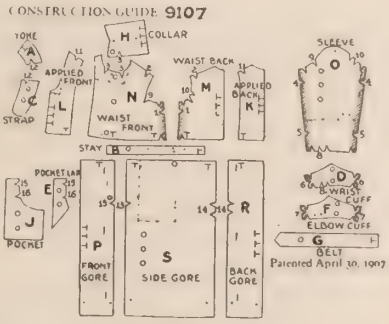
Home Dressmaker's Corner

Smartness Deftly Adjusts Itself to Youthful Needs in This Simple Serge Frock

THE school girl comes in for her share of fashionable attention, now as never before. She considers the semi-tailored one-piece frock an indispensable part of her school wardrobe and is so insistent upon smart effects that her demands cannot be disregarded. This model is very good-looking and may be made by almost any girl with a fair knowledge of sewing. The waist and skirt are quite plain, the decorative effect being achieved by the addition of an overblouse with U-shaped neck. The waist proper closes in front, while the applied blouse closes at the left shoulder. The skirt is laid in plaits, each side of the front and back, then gathered at the top. Medium size requires three yards 54-inch material.

To cut the dress, the material is not folded evenly in half as usual. Instead one edge is folded far enough over to accommodate the side gore of the skirt. When the remaining edge is folded over, it will be wide enough to cut the front gore, back gore and applied back and fronts without seams. All of the sections arranged on the wide turn of material have the large "O" perforations placed over a lengthwise thread.

The waist is quickly made by closing the shoulder and under-arm seams and hemming the front. Gather the lower edge next, then sew collar to neck edge. Close seams of sleeve and cuff as notched. Sew cuffs to sleeve, then sew sleeve in armhole, easing in any fullness between notches.



Take the applied front next and join right shoulder edges of front and back sections. Join yoke and strap as notched, then adjust to position. Gather lower edges and arrange on waist with center-front, center-backs and neck edges even. Sew stay to lower edges of waist and applied fronts and backs. Bring right front edge of stay to the left side edge of applied front.

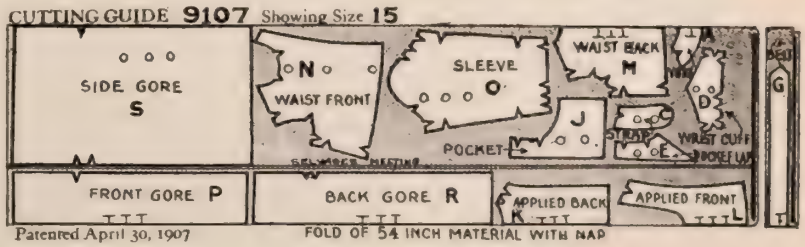
Next, take the skirt and turn edges of front and back gores under on slot perforations. Lap folded edges on side gore, press plaits to position and close seams underneath, leaving edges to the left of center-front free above large "O" perforation in front gore. Finish for closing. Hem lower edge, sew pocket lap to pocket and adjust to position. Gather upper edge of skirt and sew to lower edge of waist. Arrange belt around the waist and trim with buttons, braid or embroidery. The cuffs should be trimmed to correspond with the belt.

JUNIORS' DRESS No. 9107. Sizes, 13 to 17 years. Price 30 cents.

—

Clerks and Stenographers Are the Biggest Factors in Economical Use of Stationery







When The Bogie Man Comes Over The Mountains

On the darkest of midnights when the moon hides her eye,
When the bright, twinkling stars run away from the sky,
When the blustering old North Wind goes whistling by—
With a crash, and a bang, and a whoop, and a sigh,
The Bogie Man comes from the mountains.

Carrying a sackful of dreams on his back,
Wearing an ulster all faded and black,
And a big, woolly cap pulled down like a sack,
And with squeaking old shoes going "clickety-clack"
At each step that he takes o'er the mountains.

He looks for bad children and calls for them, too,
He peeps through the windows and hollers, "Woo, woo!"
"You were naughty today and I'm coming for you!"
Then he rattles the casement to frighten us, ugh!
This old Bogie Man from the mountains.

And once, so they tell us, he came into town
And though it was daylight, brought his dream bag of brown,
To threaten King Jack Frost and to seize on his crown;
But North Wind pounced on him, blew the Bogie Man down,
And puffed him straight home to the mountains.

And now, when he comes, 'tis in darkness, they say,
He's a bully by night, but a coward by day,
And when dawn comes peeping and the sky's growing gray,
With his pack on his back he goes snooping away,
Far off to his home in the mountains.

Dear Girls and Boys:

You can't guess how happy you have made your old Aunt Mary by writing her those splendid letters. I am sorry we haven't the space to publish every word of each one, but I shall try to tell you in our letter column something that each one has said. The first letter that I received was from Myra Gill, and because it was the first I am going to let you read it all. I am sure that you will all agree with me that it is a fine letter.

Some of the little folks forgot to give me their addresses, and some forgot to give me the name of the persons in their families who work for the Baltimore and Ohio Railroad. Do not forget this next time, for it is very important.

We have some nice drawings on our page which were sent in by the little people. Can all of you draw as well as these? When you send in your drawings, just make them in lead pencil or in pen and ink, as this is the easiest way for us to use them in the MAGAZINE, since we can't put them in in colors.

Where is that little boy who is going to tell me about the bird box and how to make it for the little wrens next spring? And how about the little girl who is going to tell me how she takes care of baby brother or sister while her mother is busy? I'm waiting to hear from both of you. Send your letters to "Aunt Mary," BALTIMORE AND OHIO MAGAZINE, Mt. Royal Station, Baltimore, Maryland.

Thanking each one of you who has written and all of you who are going to write, and wishing every little Baltimore and Ohio girl and boy a very Happy New Year, I am,

Your loving

Aunt Mary

Little Letters From Little Folks

BALTIMORE, MD., November 23, 1920.

Dear Aunt Mary:

Oh! how anxious I am to get acquainted with my new aunt and cousins. What fun it will be to hear from some of our cousins who live many miles from Baltimore. Please do write about Peter Pumpkin another time, I just loved the story.

I am 10 years old and in the fifth grade. I have a big white Maltese cat for a pet, he is very playful and has a white necktie. His name is Kitty.

My father has worked in the Freight Claim Department for 20 years.

Your loving niece,

3203 Baker Street. MYRA GILL.

Isn't that a nice letter? Myra is going to write us a story some day, all about Mr. Terrapin. Marie Clemmings is in the fifth grade, too. A part of her letter says:

"My father is a blacksmith in the Baltimore and Ohio shops. He brought the MAGAZINE home last night. I was 11 years old in August. I go to a country school at Vanatta. I am in the fifth grade and I like my teacher. I wish I could come and see you some time."

Mary Jones, Belleville, Pa., did not have much to say, but she drew the fine picture of the little Pilgrim, which you see on this page. Isn't it a dandy?

Bernice Conklin wrote a splendid letter, and I am sorry that I can't print it all, but I know you will laugh when you read how she makes doll dresses. Bernice lives near Moundsville, W. Va. She tells us:

"My papa works in the tool room of the Baltimore and Ohio. His name is Linue E. Conklin, and my mother's name is Mary. I go to school at Wood Hill and I am in the seventh grade. My teacher is Miss Violet Weekly. My papa was a boilermaker, but he got his eye put out. He has worked for the Baltimore and Ohio for 24 years and he thinks a lot of it. We live on a big farm, 7 miles from Moundsville and 5 miles from McMechen. My biggest brother is 15 years old. He hauled all of our coal, about 300 bushels or more. We have 6 cows, a lot of little pigs, chickens, ducks, and 3 horses.

"I will tell you how to make a doll's dress. First you take your scissors and cut it out. Then you sew it up and put the trimmings on." (Then, do you eat it, Bernice?)

Ida Smith, who lives at Dorsey, Md., is quite a poetess. She has written a very beautiful Thanksgiving poem and another for Christmas, but because they didn't reach me in time, I am going to save them for next Thanksgiving and Christmas. In the meantime, read her New Year poem.

Rosalie Swink, who lives at Connellsville, Pa., wrote a nice little letter, but she did not give me her address and I couldn't write to her. She says:

"I go to Sunday School every Sunday, both morning and afternoon. I am eight years old and in the third grade. I love to go to church. I have not any pets, but I like to draw Pilgrims. My papa works for the

(Continued on page 40)



Drawn by Kathleen Ryan, eight years old, Pennsboro, W. Va.



The White Fairy

AWAY in the far North, there lives a beautiful, white fairy. Her face is white, her dress is white, and in her hand she carries the whitest box that you ever saw. This box is filled with white flowers. Nobody ever knew where these flowers grew, until the fairy told them.

Now, away in this far country there are ever and ever so many little children. They do not look just like you and me, for their skin is yellow and they have little, round, shining eyes. They are called Eskimos. They live in huts of skin in the summer, and in snow houses in the winter. Sometimes the sun does not shine warm enough all summer to melt their snow houses, and the little Eskimo children can go coasting all summer. Wouldn't you like that? But it is very, very cold there.

They do not have short nights and days there as we do, but they often have six whole months of darkness. But they could not think of sleeping all that time like the little bears, so they must be awake to play and to eat as we do. Up in their sky, all winter long, they can see the Aurora Borealis, who brings them the beautiful lights in every color of the rainbow. Often the children take long rides on the sleds with their fathers. These sleds are drawn by furry dogs, who are very strong and can travel many miles without getting tired.

Every year, at the end of the summer, when the air grows colder and the skies begin to grow grayer and grayer, the little Eskimo children begin to watch for the white fairy. Then, when they see her coming they run and tell their parents. "Oh, the white fairy Aureola is coming," they say, "see her lovely flowers!"

And sure enough, all over the country as far away as they can see, the white flowers are falling.

"Mother," said Kemloo, a little Eskimo boy one day, "where do you suppose the white fairy gets all her pretty flowers?"

"Yes, do tell us, mother," said his little sister Yalaco.

"I cannot tell you, for I do not know," their mother said, "but we can ask the fairy to tell us. Go out, Kemloo, and when you see Aureola passing by, ask her if she will come in and tell us."

So Kemloo put on his little sealskin coat and crawled out of the igloo—as they call their snow house—just in time to see the white fairy coming across the big glacier.

"Oh, beautiful Aureola," he called, "will you please come in and tell us where you get your flowers? Mother said I might ask you."

"Yes indeed," answered the fairy, "just wait until I close my box. I must leave it outside, or my flowers would fade away."

Then she got down on her knees, for everybody must crawl into an igloo, and was soon in the big room where mother was cooking a pot of stew over a bright fire, and where little Yalaco lay stretched out on a big furry skin, toasting her little toes before the heat.

The fairy sat down upon the rug beside Yalaco, and Kemloo curled up on the other side, while mother stirred the food in the pot with a big spoon, made of whalebone.

"Years ago," began the fairy, "there were no white flowers like those which I bring to your country every year. One day, while I was passing through a beautiful land where there are hundreds of green trees and where the sun shines warm all summer, and where the people live in houses made of wood and brick, I sat on the ground to rest. As I sat there thinking about you children, I heard a noise. Right there at my feet were two little blades of grass. What do you suppose they were talking about? They said that the cold, cold winter would soon be there, and that they were sure that they would freeze to death. They knew that they would have to lie out on the cold ground, with no cover on at all, until the whole winter was over.

"I felt so sorry for these little grasses, that I began to think of some way to make a nice, soft blanket for them. I went to my friend, North Wind, and asked him what to do.

" He gave me the big, white box that you see me carry. Then he went with me to see the big clouds. They gave me thousands and thousands of raindrops. North Wind took the raindrops into his big, cold hands and blew his breath upon them. In a few minutes they had changed into flowers, the prettiest that I had ever seen.

"'Take these,' he said to me, 'and scatter them all over the earth. Don't go too near the sun, for they will surely fade. Take them even into the far North, for there are little boys and girls there who want the flowers to play with.'

"So I took the flowers and scattered them over the earth. And now the little grasses have a downy blanket to keep them warm in the winter, and two little Eskimo children take their sleds and slide upon the beds of these white flowers, while their father uses millions of them to build his igloo."

Then, before Kemloo and Yalaco could say a word, the fairy had gone. And Kemloo and Yalaco put on their coats and crawled out of the igloo as fast as they could. And sure enough, just as they got outside, they saw the fairy Aureola flying high in the air, scattering the white flowers.

Then the white fairy left the Eskimo country and came down into the very land where we live and scattered the pretty white flowers as she had done in the North Land. And each year the little boys and girls of our country get out their sleds and go coasting on the blanket of white flowers, under which the little grasses are sleeping soundly. Look at the snowflakes and see what pretty white flowers they are!

A Poem for the New Year

By Ida Smith

The New Year is here
With snow and ice,
With lots of cheer
And everything nice.

The New Year is here,
With skates and sled,
Little hearts happy,
Little noses red.

A Happy New Year
To you, everyone,
We'll celebrate it
With dancing and fun.

The Pilgrims

By James King, Jr.

About three hundred years ago,
Pilgrims were working in the snow.
They worked and toiled so very hard,
Yet, it seemed they never grew tired.

They worshipped God in their own way,
For they had come here to stay,
And the children played with Indian boys
And very soon learned all their joys.



Drawn by Mary Jones, Bellevue, Pa.

(*Continued from page 30*)
Baltimore and Ohio. His name is Clark Swink."

James King also lives at Dorsey, Md. He says: "My father is a machinist in the Mt. Clare Shops. I am 12 years old and in the sixth grade at school. I am sending you a poem about the Pilgrims that I composed at school." (See preceding page.)



Charles L., son of Foreman C. H. Burns, No. 3 Shop, Mount Clare



Madeline Deitz, daughter of Conductor Charles Deitz, Benwood, W. Va.





Geraldine, daughter of Painter Foreman Albert Hostetler, Weston, W. Va.



Eva Mae, daughter of W. A. Sapp, clerk, Auditor Merchandise Receipts Office, Baltimore

Devoe Holmes and Harold Nelson Willard, grandsons of President Daniel Willard



William Edward, son of W. E. Brugh, trainmaster, Massillon, Ohio



Joseph, Jr., Franklin, and Ella, children of Joseph Marshall, assistant elevator dispatcher, Baltimore



Geraldine, daughter of Supervisor John Conley, Charleston Divison

Children from far and wide on the Baltimore and Ohio



Safety Roll of Honor

Baltimore Division

On October 8, as a freight train was passing Cowenton, Md., a broken arch bar was noticed by Crossing Watchman H. Baumgart. He notified Agent M. E. Corbin, Loreley, who stopped the train and notified the crew. Crossing Watchman Baumgart and agent, Mrs. Corbin, have quite a record for the observance and stopping of trains with cars that have defects. They have been commended.

On November 19, as extra east, engine 4565, was passing Woodbine, Md., Operator F. V. Grimes noticed a standard broken on car loaded with poles. Train was examined at Gaither and cars set out. Mr. Grimes has been commended.

While No. 94, engine 4329, was passing Cowenton on November 25, a broken spring hanger was discovered on a car by Agent W. F. Gatchell, who notified the operator at Poplar. Train was stopped at Loreley, where the car was set off. Mr. Gatchell has been commended for his close observance of passing equipment.

When extra west, engine 4507, was pulling in siding at Camp Meade Junction on December 2, Operator M. F. Quill notified the conductor that fire was flying from under a car. Examination of train developed a brake rigging was down under car D. & H. 333. Operator Quill has been commended.

Cumberland Division

The following irregularities were noted and corrected by observance of operators on the Cumberland Division in November:

Wheels sliding	2
Brake rigging down	3
Broken rails	1
Total	6

On December 7, as extra 7109, east, was taking siding at Thornton, Trackman H. Morgan noticed brake rigging down under G. S. & F. car 20091. He informed Conductor J. L. Little, who made necessary investigation, found and corrected the defect.

Our old friend, P. M. Pennington, who is still on the job at Polk Street Crossing, recently found a piece of broken flange and notified all concerned to be on the lookout for broken wheel. Mr. Pennington is congratulated on his watchfulness. He is ever on the alert.

On November 23, Warehouseman W. H. Hendricks discovered brake rigging dragging under car on train east, engine 4854. Train was stopped and trouble removed. Mr. Hendricks is commended.

Ohio River Division

L. J. Ferrell, operator clerk, Belpre, Ohio, has been commended for detecting brake beam down on passing train, which was stopped and rigging taken out.

Charleston Division

Conductor Asa Carr has been commended. He found side bearings gone from car B. & S. 11577; had car set off for repairs and thus averted a possible accident.

R. C. Miller, Sutton, W. Va., while walking along the track found a broken rail between mile posts 5 and 6, Sutton Branch. He at once reported same to agent at Sutton, who advised the division officers. He has been thanked by the superintendent for his interest.

Baggagemaster R. H. Hall has been commended for his interest in assisting to get passenger trains over the road without delay and particularly for the help he gave recently in taking coal at Bower when difficulty was experienced.

There are 25 reasons why the Charleston Division was able to make a good showing in connection with fuel performance in the month of October. These reasons are all engineers who made 100 per cent. and over, and their names are as follows: W. T. Spencer, W. T. Morgan, Gay, Groves, Shears, Phillips, Dougherty, Wilson, Vassar, Vorholt, Jordan, J. H. Stalnaker, Ankrum, Poling, H. W. Fury, G. E. Ramsburg, E. L. Jarrett, Marshall, Skiles, Homer Murphy, Burrows, Young, Paisley, A. N. Nicholas and Mullins.

The number of engineers making 100 percent. is increasing, and we hope soon to add still more to the list of monthly commendations.

Conductor F. S. Ballard, Engineer W. D. Rohrbough, Engineer A. J. Lunsford, Fireman L. H. Fitzgerald, Fireman R. P. Morgan, Brakeman F. Simon and S. Queen, on arrival at Orlando Junction found water tank empty. Instead of setting off train, they fired up pump boiler and pumped sufficient water to allow them to move. Each of these men has been personally commended for his interest. They made CAR MILES.

Section Foreman O. P. McCord noted when a train was passing his tool house, side bearings falling from car. He immediately reported this to dispatcher by telephone. Train was stopped, car located and set out. Mr. McCord has been commended for his interest.

Engineer B. H. Griffin noted a package lying alongside track and notified dispatcher. It developed that same had fallen from mail car. He has been commended for his close observance.

New Castle Division

NEW CASTLE, PA., November 26,1920.

Mr. J. L. BRUDER,
Signal Maintainer,
Nova, Ohio.

Dear Sir—I am advised that on November 23, while engaged in your work, you noticed a car on the westbound siding that had an electrical crane loaded on three cars. You found that the bolster on the east end of the car was broken and that the crane shifted so that the probability was that at the first curve there would have been a derailment.

I appreciate very much the interest which you took in this, as we had this car switched out and repaired and placed in proper position before dispatchment.

Your interest in Safety is much appreciated.

Yours truly.
(Signed) D. F. STEVENS,
Superintendent.

Cleveland Division

Each of the employes whose names are listed below has received a letter from Superintendent Green commending him for his careful observance and prompt action in averting possible accidents on the Cleveland Division. "Just little things of this kind," says Mr. Green, "help bring down our accidents and also our expenses."

J. L. Shrimplin, operator, Seville, Ohio, noticed stake protruding from side of car, notified dispatcher at Sterling and had stake removed. Mr. Shrimplin had been in service only four days.

C. L. Blair, brakeman, Akron, Ohio, noticed brake beam dragging on head end of stock train, ran to telephone booth, notified operator at "XN" Tower, who had train stopped and repairs made.

J. I. Marlett, switch tender, M. & C. Junction, noticed spring hanger of Baltimore and Ohio car 23649 broken and riding on rail, notified conductor, who set car out without damage.

C. F. Hoffman, operator, Freeport, Ohio, observed blazing hot box on opposite side of train next to engine as he was handing orders to crew of third 81, had train stopped and hot box packed.

George Boric, section foreman, Willow, Ohio, noticed truck stalled on main track, notified dispatcher at Akron, and flagged No. 57.

Chicago Division

GARRETT, IND., December 15, 1920.

C. H. TEEGARDEN,
Brakeman,
Garrett, Ind.

Dear Sir—My attention has just been directed to commendable action on your part in observing and reporting broken rail in westbound main track at Sheridan Avenue, near Whiting Tower, on November 30.

Your alertness and interest displayed in this matter merit our commendation and appreciation.

Yours truly,
(Signed) S. U. HOOPER,
Superintendent.

GARRETT, IND., December 20, 1920.

F. M. THORNTON,
Operator, "HK" Tower,
St. Joe, Ind.

Dear Sir—Mr. Schultz has recently called my attention to commendable action on your part on December 15, in observing broken piece of rail in westbound crossing at "HK" Tower, and of the action which you took in protecting and remedying this condition.

Instances of this nature merit our sincere appreciation.

Yours truly,
(Signed) S. U. HOOPER,
Superintendent.

Ohio Division

On November 10, Trackman Oscar Oney while walking from West Junction to Vigo, observed broken rail. He immediately tele-

phoned operator at West Junction and all trains were notified of this condition. His watchfulness and prompt action are commended.

On the evening of September 29, while extra 2713, west, was passing "Q" Tower, Second Trick Operator O. E. Marsh, on duty, observed brake beam down under the train. He immediately notified operator at next station, who stopped train. Operator W. E. Littlejohn, after stopping train, notified dispatcher to stop No. 97, which was following, and have crew look out for brake beam, which was found on first bridge east of "DA" Tower. Operator W. E. Littlejohn also walked to the bridge and removed the brake beam. Both operators O. E. Marsh and W. E. Littlejohn have been commended for prompt action and cooperation in making conditions safe and thereby averting accident.

On November 13, while extra 2889, west, was passing Coolville Station, Operator T. E. Fitch noticed a steel brake beam down in middle of train. He flagged this train and succeeded in getting it stopped. Train crew removed brake beam. He is commended for his alertness and prompt action in averting possible accident.

On November 2, Engineer O. O. Welch, in charge of engine 2713, on train 76, discovered broken rail about two miles east of West Junction. He succeeded in getting his train stopped before any damage was done, and instructed Machinist Helper Hunsicker, who was deadheading on this train, to go to West Junction and notify operator and also to flag all trains he met en route. This was done, matter reported and sectionmen made repairs. This act on the part of Engineer Welch shows watchfulness. Commendation has been placed on his record.

Toledo Division

On November 16, while extra 4182, south, was passing Kirkwood, Third Trick Operator J. S. Hammond discovered wheels sliding on south end of car in about the middle of the train. Mr. Hammond immediately set the distant signal against them and stopped this train and notified the train crew to examine train. It was discovered that the wheels were sliding. For Mr. Hammond's close observance he is commended.

While extra 4551, south, was passing Miamisburg Station on October 15, First Trick Operator E. F. Stenger noticed brake shoe dragging on rail and dust coming from underneath the car, indicating brake rigging dragging. Operator Stenger tried to signal the train to stop but could not get signal to train crew. He then notified the dispatcher. Train was stopped at Carlisle and brake rigging removed, probably averting serious accident. He is commended.

On October 14, Operator E. J. Stenger, First Trick Operator, Miamisburg, noticed car in train not riding properly on extra 4182, south, in charge of Conductor Rideour, while passing his station. He wired conductor at Carlisle that he had a car with a bent axle. Train was stopped and it was found A. T. & S. F. 48290, loaded with soda ash, had a loose wheel. Car was set off at Middletown. For his close observation of this train passing his station he is commended.

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Cut Loss and Damage 50% It Can Be Done

Departmental Efficiency Increased by Weekly Conferences of Division Chiefs

By E. T. Murray
Freight Claim Department

MOST of us take pride in our work but our efforts are often adversely affected because the other fellow isn't closely working with us. Here, however, we are well organized, especially since there has been weekly meetings of the heads and sub-heads of the different divisions of the department, with our assistant to the general freight claim agent, F. L. Schepler, as chairman of these meetings.

The aim and object of these meetings is to bring about a closer cooperation between the different divisions of the department in order that a steady improvement in the character of the work, as well as a greater output, will be shown.

A number of suggestions have been heard at these meetings which, if followed up, remove many little causes of friction which result in lost motion. If our clerks will heartily cooperate with their head clerks and their assistants, we can make this the smoothest running office on the System.

Each of us is but a cog in the wheels of the machinery, and when we fail to function properly, we clog the whole works. One thing that it will always pay us to remember is this: when friction does develop, don't think it is the cog next to your cog that's rubbing you alone. Examine your own cog and see that it is properly lubricated with the oil of courtesy and consideration; maybe *you* have the rough, unyielding, destructive edge.

Recently a traffic manager of one of the largest industrial concerns in the country called to see our "Boss." Unfortunately he was not in town that day, so the gentleman consulted with our chief claim clerk, Mr. Heartt. During his walk across the room to Mr. Heartt's desk he had a good opportunity to survey the room, which he did, remarking "quite some claim department—a regular bee hive."

I have been thinking about this remark and believe if we all gave a good imitation of the "busy little bee" it certainly would help some.

Pennsylvania Railroad Bulletin on Passes is Timely and Reasonable

PENNSYLVANIA SYSTEM

For the Information of the Public:

December 30, 1920.

Employes of the Pennsylvania Railroad, to whom annual or other passes will be issued for the year 1921, are receiving from the President of the Company printed reminders of the fact that the privilege of free transportation carries with it a duty to surrender seats in crowded trains to pay passengers. The message from the Railroad's chief executive is embodied in a little leaflet entitled, "A Point in Courtesy," reading as follows:

"On some of our passenger trains it is not possible at all times to provide every passenger with a seat, nor will it be practicable to add materially to the passenger equipment in the very near future. Even with a slackening of traffic, which is already making itself evident, our passenger facilities will in all probability continue to be somewhat overtaxed for some time to come.

"It, therefore, seems appropriate to remind all of our employes, holding passes, of their duty to refrain from occupying seats in any train when pay passengers are standing.

"The obligation of an employe, in such a case, is plain and rests upon the principles of courtesy and right. It may be performed without embarrassment to any one, and without attracting needless attention, by simply arising and moving to another part of the car or train.

"Our patrons, on all occasions, should be treated as our guests, and whenever any question arises, we should sacrifice our own individual comfort for theirs.

"The railroads are judged in the public's mind as much by the conduct of their employes as by any other single factor. What the public thinks of the railroads, whether good or evil, will inevitably in its turn react upon the welfare of every one of us.

"It is, therefore, to our direct personal interest to give every passenger who rides upon our trains the best possible impression of the treatment received from every one connected with the Company with whom he comes in contact or whose behavior in public he observes."



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Office of Senior Vice-President

Correspondent, RAYMOND M. KURETH

The wedding of Miss Ernestine Keller Bender, niece of Mr. and Mrs. Charles S. Keller, 816 Green Street, to Raymond W. Auld, son of Mr. and Mrs. B. F. Auld, 19 Hilton Street, took place on Wednesday, December 1, at 4.00 p. m., at the First English Evangelical Lutheran Church, Fremont Avenue and Lanvale Street. The ceremony was performed by the pastor, Rev. Dr. Ezra K. Bell.

Miss Bender was also an employ of the Company, having been in the Purchasing Department.

Mr. Auld is employed in the office of the Senior Vice-President of the Railroad, having been connected with that department for nine years. At the outbreak of the war he enlisted in the old Fifth Regiment and was stationed for a time at Anniston, Ala., later becoming a member of the One Hundred and Fifteenth Regiment, with which he saw service overseas.

After a wedding dinner at the home of the bride, the couple left for New York, Niagara Falls and other northern points. Upon their return they took up their residence at 2623 Edmondson Avenue.

Office of Vice-President Operation and Maintenance

Correspondent, H. H. HARTLOVE

Wedding Bells

L. T. Feezer and Miss Helen M. Reiser were married in St. Mark's Lutheran Church on November 20. Immediately after the ceremony the couple departed for California and the West. Their itinerary included Chicago, Salt Lake City, San Francisco, Los Angeles, Alhambra, Grand Canyon, Kansas City, St. Louis, Cincinnati, then—

"Home again from a foreign shore;
And oh! it fills our hearts with joy
To see our "Doc" once more."

Miss Wagner, Pass Bureau, is wearing a four-carrot and two-turnip ring these days. Bah Jove, old Chippie! The little fellow with the bow and arrow shore am busy these days—*Rastus*.

SSH! ssh! Have you been visited by the three married burglars?

Cyrus Kearney, Frank Hermann and Harry Vick descended in a body upon an innocent, unguarded box of cigars which your correspondent, Harry Harman, left inadvertently and unadvisedly within that inner sector of that now-to-be-discovered insecure hiding place—the office desk. The victim was totally unaware of the foul designs of the married robber trio, for at the hour that the crime was committed, he was dining sumptuously at the Southern Hotel with Sir Isaac Newton, who had made his appearance by means of the Ouija Board. Had poor Harry known—ah, had he had the mere whimper, or whisper, of an idea what was to be whatteth, the cigars would have been filled gloriously, abundantly, and hot tomaleski with the copious monkey glands of red hot cayenne pepper, having the rare ability of a steaming hot firkin. But no! such was not to be. Thinking that they were in the Quartermaster's Department, the robber band returned the bands and stumps for revenue.

(To be continued in our next.)

Stork Activities

On November 30, the antediluvian bird hovered over the home of George Wilts and finally descended and left therein a baby girl. George signaled the bird some time ago and had him leave a baby boy in the vicinity of his domicile. Someone will have to walk the floor at night so—LET GEORGE DO IT.

Amateur Sports

L. B. Beck rolled three games of duckpins against our village champion, "Billy" Fowler, to decide the championship of Highlandtown. Results: Beck, average 67; Fowler, average 54. Champion Beck removed the medal from "Bill's" vest and now wears the sacred amulet. Let it be known, far and wide, that "Bill" Fowler, duckpinologist, bewails his lost charm and retires from the sporting arena—a sadder Budweiser boy. Pabst yes, Pabst no!

Hose for Sale

"Pulmanite" Mackert now assumes the role of stocking salesman. Having reaped a bountiful harvest of coin of the realm from gold-bricking his associates, "Billy" Mackert received the Beneficiary Degree in recognition of his ability to harvest huge benefits from the sale of UWEARUM hosiery. This promising hose salesman informs the public that his hose are guaranteed to wear once, after which they must be re-varnished in order to renew the line appearance.

Law Department

Correspondent, GEORGE W. HAULENBEEK

The Law Department finds itself obliged, at times, to do some unpleasant things. The law requires that a railroad company shall take all possible legal steps to collect sums of money due on account of demurrage and other like matters. Even though an agent of the company may give to a shipper a rate lower than the established tariff, the railroad is required to collect from the shipper or consignee, if necessary, the amount due.

In a recent case where a claim was presented, the head of a shipping firm returned the papers with check for the amount due, remarking that he regarded it as a hold up, and that he presumed the road needed the money, anyway. This remark was totally lacking in courtesy and politeness.

The great Napoleon declared on one occasion that the word "cannot" was not in his dictionary. After his death his dictionary was examined, and sure enough his statement was correct. The emperor had obliterated the word with red ink. "Cannot" was not in his dictionary. He was right.

"Only the wisest and stupidest of men never change." This is from the sayings of Confucius.

Our office young gentleman was ill recently, and we had to send for a lad to take his place for a little while. I liked the appearance of the young gentleman but did not have a chance to converse with him. If I had had that pleasure I feel confident that his grammatical utterances would not have given me a shock, and that he was incapable of saying, "Where is it at?"

Nearly All the Floors

In the November number of our MAGAzine, I had a paragraph about the North Carolina girls and a reference to two young gentlemen. Do you know that one of the young gentlemen was not pleased at all with the paragraph, and I thought, "well, well, what a difficult task; what a tremendous job it is to even try to please everybody!"

I do not contemplate resigning my position as Law Department correspondent because of this. I rather like it. I particularly enjoy the comments, pro and con, of young gentlemen and a number of young ladies, bright girls, too, on the 2d, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th and 12th floors. They appreciate the whimseys of a veteran, so why not keep at it and do the best possible?

The New Year

Here we are fully launched in the new year, 1921. I wonder if any of us have made a resolution (not to abstain from intoxicants or other forms of wickedness), but to do our best for the Company in the shop, on the train or in the office.

I have heard so much about men who declare they are going to do just as little as possible, and I have heard of office lads who decline to do this or that because they are not paid for such work. When we begin to act as though we were really a part of our great railroad organization and fully interested in it and its success, we are doing something of moment. Handling the office stationery, for instance, we should act as though we had helped to pay for it, and be just as careful as we would be if the articles really belonged to us.

I realize that this is sermonizing and the majority do not care to be lectured. The railroads have had a pretty rugged road to travel; we are not yet out of the woods, and we must make up our minds, if we are thoroughly loyal, to do everything possible to help.

Anonymous Communications

Someone sent me an anonymous communication just after the appearance of my letter in the Baltimore *Sun* wherein I advised railroad employes to save some of the good money paid to them, and thus be prepared for the inevitable rainy day.

It may be that the writer of the anonymous production has been laid off, and has now begun to realize that a balance in bank would come in very handy. Anonymous letters pay no interest, and every time I receive one makes me think of: "Every man throws a rock now and then that he would like to have back in his hand."

Our Tax Office

There are quite a number of young gentlemen employed in our tax office on the 11th floor. This is a part of the Law Department and we are very proud of it. It is a very busy place. Frederick J. Griffith, the tax agent, is an indefatigable worker. The same observation might be ascribed to his assistant, Hugh McNeil, Jr. I feel perfectly safe in giving them this designation, though they might object to so much publicity, for the BALTIMORE AND OHIO MAGAZINE has a big circulation, and not only goes to our men in the West but elsewhere. Mr. McNeil was one of my boys away back in the old Baltimore and Ohio Building and I could always bank on him. See where he is now!

Mr. Plummer

J. Robert Plummer, of Mr. Griffith's office, was on the sick list last fall and had to go away to recuperate. He is a competent aid to the tax office and his tabulated work is stately and correct; moreover, he is amiable and polite, and is not averse to publicity if the correspondent does not put it on too thick.

Office of General Claim Agent

I wish I had the time, I wish I had the space, to say something about C. W. Egan's office, now on the 6th floor. This office, too, is a part of the Law Department. Mr. Egan is the general claim agent. He never seems to take a vacation because he, as well as Mr. Peery and Mr. Stires, are always on hand and at work. But I shall take time some day to remark upon the value of the work this office performs. Now there!

Engineering Department

Correspondent, OSWALD EDEN

During the latter part of November and the first part of December there have been several changes in the locations of the various engineers:

L. P. Kimball, engineer of buildings, and force, is now located in Room 1303, southeast corner.

E. L. Gosnell, assistant to chief engineer, formerly located in Room 1308, now occupies Room 1306.

A. M. Kinsman, engineer of construction, who was formerly in Room 1310 with District Engineer Mather, now occupies Room 1308.

C. F. Bennett, cost engineer, and force, are now located in Room 1202.

B. S. Mace, superintendent insurance, formerly located in Room 1207, now occupies Room 1312.

District Engineer Mather's chief clerk and force, formerly located in Room 1316, are now in Room 1300.

The Baltimore Chapter of the American Association of Engineers held its annual dinner at the Hotel Emerson, on December 3, and a large number of professional engineers attended. The Baltimore and Ohio was well represented by the engineers in its various engineering departments. After the dinner nominations of officers for the coming year were made.

"Ted" Ziegfeld made a large number of Baltimoreans and Baltimore and Ohioans envious for a few days. He wore a large red nose. When asked where and how he obtained it, he would not admit anything other than that it was of the species called boil.

George P. Simpson, formerly of the Engineer of Buildings office, now holds the position made vacant by the resignation of Miss Josephine McCarthy, as secretary to J. H. Milburn, office engineer.

In passing, we might say that Miss "Joe"—as Miss McCarthy was called by her coworkers—left the service of the Road to be married. And a strange coincidence is that her sweetheart is also called "Joe."

"Gus" Hauser has designed side walls for all his beds so that he and his family cannot roll out. His home, you know, at Paradise, near Owings Mills, is in rolling country—and there are other reasons.

Someone in the drafting room made a great discovery sometime ago. He found that "Herbie" Dawkins, the man with the smoked glasses, had been working with the Baltimore and Ohio Railroad since he returned from the army. It may have been because "Herbie" is the "only" man in the drafting room who turns his back on the rest of the engineers, designers and draftsmen, said action putting him in a class all by himself. "Herbie" faces the west while all others are Sun worshippers.

The Bowling League

Sometime ago Mr. Wood, head of the Welfare Department, asked Mr. Sparks to start a bowling league in the Engineering Department. Prizes are to be awarded to the bowler having the highest average at the end of the season and also to the team. There were three teams made up, composed of men in the drafting room, Engineer of Buildings office, and cost engineer (who now comes under J. J. Ekin, general auditor). The players hold practice once a week, Saturday night, on the alleys at Carlins. Averages have been kept, but on account of the modesty on the part of some of the players they will not be published—yet. We hope though, to be able to publish them in a later issue.

Collison—Oliver

Miss Mildred Winn Oliver, daughter of Mrs. Emma D. Oliver, 1127 North Calvert Street, and Jennings Ford Collison, son of Mr. and Mrs. George F. Collison, 1837 West Lanvale Street, were married Wednesday, November 17, at Memorial Protestant Episcopal Church, by the Rev. W. M. Dame. The bride was given in marriage by her brother, Herbert Dean Oliver, of Atlanta, Ga. Mrs. Arch McLachlen, of Washington, was matron of honor and Herbert Jones was best man. The maid of honor was Miss Alice Stinson and the bridesmaids were Miss Dorothy Collison, sister of the bridegroom, and Miss Marie Miller, of Norfolk, Va. A reception at the home of the bride followed, after which Mr. and Mrs. Collison left on their honeymoon, stopping at New York, going from there by boat to New Orleans, and stopping at Atlanta, Ga., on their way home.

We didn't know why Ford seemed so much interested in weddings for a while. He watched the license reports in the daily papers, inquired of everyone if they knew of a wedding going on, we believe he called up the *News* once, and passing along the street, if he saw one, he would go in. In fact for a month or more we heard only of weddings, which he had attended. Now we know why there was so much interest shown on his part.

Cost Division

After this issue the Cost Department will probably have its notes either under a separate head or under the Accounting Department. When they moved from the 13th floor they also moved out of the jurisdiction of the chief engineer. It is only because they could not arrange with either party in time that their notes are being put in under the Engineering Department head.—Correspondent.

Our old friend Colonel "Windy" Frye honored Armistice Day by taking unto himself a bride, of the same general proportions as himself, only more so, by name Miss Mary M. Molesworth. They were "spliced" at the home of the bride's sister at Laurel, Md., by the Rev. William Harris of Washington. After the wedding breakfast, the happy couple left for an extensive trip through Canada, the Northwest and the Pacific Coast. We have received many memoirs of his trip in the shape of bottle labels from Canada, cigar bands (picked up in smoking cars) of good brands of smokes, etc. He also discovered a hotel in Seattle bearing the cognomen "Frye." Immediately upon the proprietor seeing the Colonel he decided to change the name so as not to be hit for reduced rates in the future. The department extends congratulations to the couple and wishes the Colonel the best in life and great prosperity.

Our bowling league team is traveling at a speed much below normal and holds a position in the league that is not envious. But look out for us hereafter, as our engine has been overhauled and the engineers are in good tune and full of pep.

"Jimmie" Conner is one of the luckiest men in our office. He received two tickets for the Army-Navy football game.

Our chief clerk, Guy W. Gaither, was operated on recently for Pironidalsiuis (this is not antediluvian, but actual) and we are glad to note his speedy recovery.

Office of General Freight Claim Agent

Correspondent, MISS E. T. MURRAY

A Happy New Year to everybody in the service, and may each have a full measure of the best things of life and most of all, good health.

"Cut Loss and Damage in Half. It Can be Done"

Messrs. Glessner and Schepler were in Chicago on November 15 and 16, attending the Freight Claim Prevention Congress, held by the American Railway Association, Freight Claim Division, under the auspices of the Cause and Prevention Committee, of which Mr. Glessner is a member.

In this claim prevention work it is gratifying to say that the Baltimore and Ohio Railroad was one of the first to realize the necessity of claim prevention, and in May, 1917, organized a Freight Claim Prevention Committee on each of our divisions, composed of representatives of the Transportation, Traffic, Freight Claim, Motive Power and Police Departments; also representatives from agencies, yard forces and General offices, Baltimore. Meetings have been held monthly to discuss prevention matters, which have shown results in eliminating causes resulting in loss and damage claim payments.

It will be the aim of the employes of this department to keep our coworkers on line fully advised of the various causes resulting in loss and damage claims, in order that they may follow up to eliminate or at least materially reduce them, with the view of cutting loss and damage payments in half in 1921, compared with 1920.

It has been suggested that the employes of the Freight Claim Department start a semi-monthly deduction from their salaries to be placed as a fund for buying wedding gifts. What do you think of the idea?

Does "Shad" Gainor know the difference between liquid soap and shampoo tonic, advertising matter and window display cards? If so, someone in Chicago explained it to him.

S'matter, Roberts? Why the "down in the dumps" look these days? It was only her cousin that accompanied her to see "Erminie."

Plans for the organization of the Baltimore and Ohio Railroad Duck Pin League were perfected at a meeting held on November 11 in the assembly room of the Central Building.

The office was represented by J. H. Riggan, who was chosen captain of the Freight Claim Department team. The captain gladly reports that out of nine games so far played, this office has won seven, being tied for first place, holds individual high score rolled by Mr. Ittner, on November 27, 140 pins, as well as high team score for one game and second high team average.

There are 18 teams in the League, 12 of which roll every Saturday at Carlin's at 8.30 p. m. and which are known as Division A. Division B uses alleys of the Aurora at Hamilton on Tuesday nights.

Members of the Freight Claim team are Messrs. Ellifritz, Correll, Roden, Hagerty, Miller, Ittner, Goeller, Goldsmith, McMaster and Riggan.

We hope that as much interest will be displayed by the members of the Freight Claim Department as is shown by our chief clerk, W. R. Heartt, who is always on the job at each game.

All the "sea dogs" have been giving "Skipper Charlie" Perry the cold shoulder for some little time, and at last the reason has been revealed. The skipper has gotten himself a "bus," a flivver, to be exact, and has forsaken the briny blue for the uncertainty of the "Lizzie." We all know the "skipper" is competent to navigate the waters of the Patapsco and its tributaries, and we can bear testimony to his efficiency in that respect, but he rambled in "unchartered waters" when he went out Harford Road, wandered from the "channel" and ran ashore. It is said that when he finally



Miss Grace Harris and a happy band of tourists in Colorado

"floated clear," he had used up a whole gallon of gasoline and a quart of cylinder oil while beating it back to the boat club as hard as he could go it.

We are sorry to report that J. A. Downey, Over, Short and Damage Division, has been confined to his home for the past few weeks with a nervous breakdown. The whole office joins in wishing him a quick recovery and that he will soon be among us again.

"Bob" Townsend made a flying trip to Pittsburgh recently, taking with him a supply of smelling salts and aromatic spirits of ammonia. It was later discovered that he believed in Safety First when going so far from base, and introduced by letter to one of the fair sex. Wonder which one he expected to faint, him or her?

Our congratulations to A. S. Parrish, Mailing Division, upon the arrival on December 6 of a 7½-pound baby boy. "He's already been offered a position as chief cook and bottle washer with an outside firm," says his dad. But we're retaining him for the Company.

It is not always easy to apologize; to take advice; to be unselfish; to face a sneer; to be charitable; to be considerate; to endure success; to forgive and forget; to subdue an unruly temper; to maintain a high standard; to avoid mistakes; to admit an error; to shoulder deserved blame; to profit by mistakes; to see the silver lining. But it's always best!

The accompanying old picture will be of interest to all those remaining in the group, for two reasons: the one they can see themselves as others saw them in days gone by; the other because it was taken about 30 years ago on the roof of the original Baltimore and Ohio Building, which does not exist any more, and on the site of which the Emerson Hotel now stands.

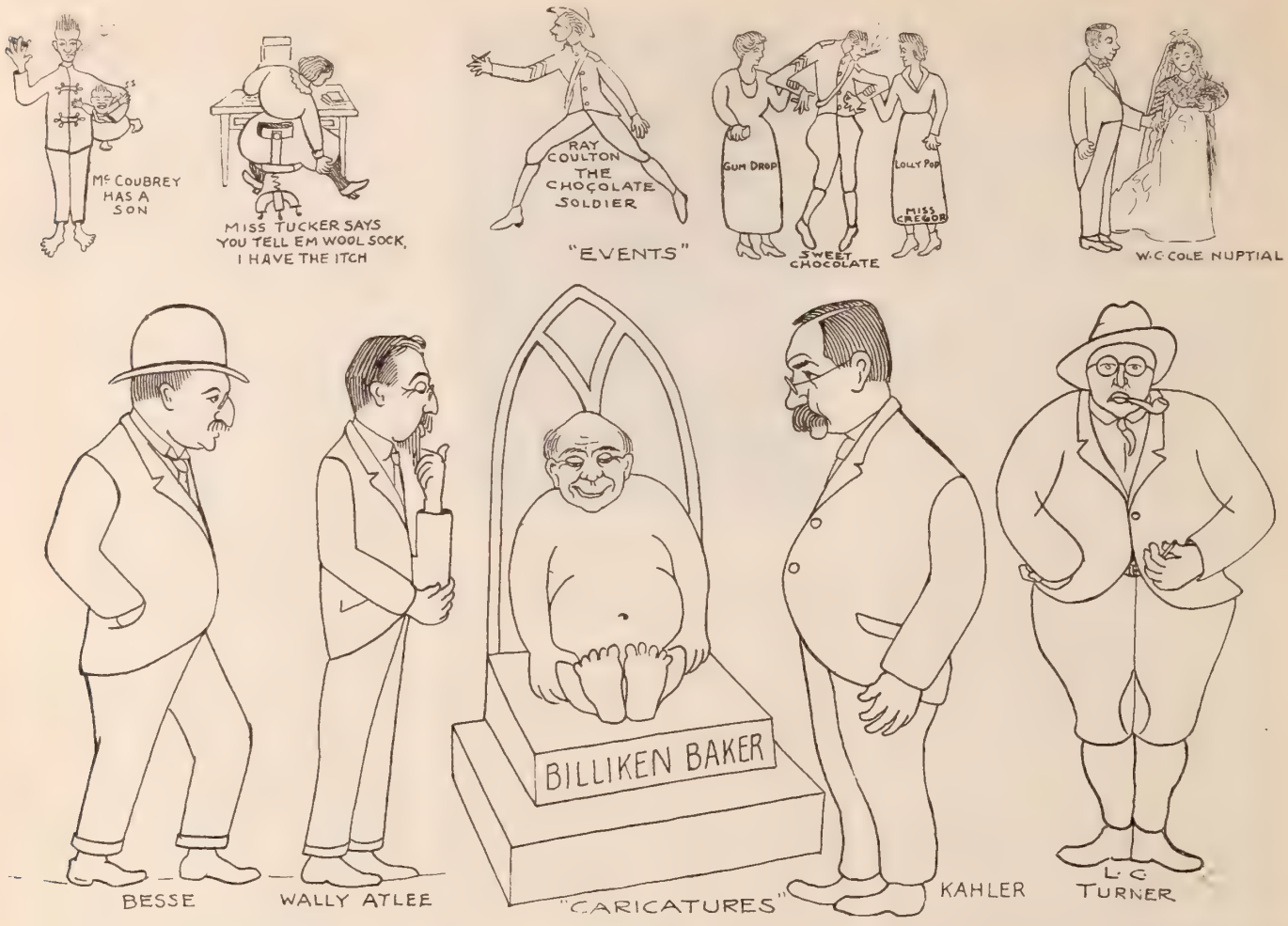
Some of those in the picture are still in our department, namely: Taylor Myers, Edward J. Diggs, Summers Gainor, James Love and Joseph Wheeler. The others are: Frank B. Upshur, Marion B. Derr, L. B. Briers, Frank Alrich, William E. Ringgold, C. S. Knight, Edgar VanSant, William Hanson, George Chesley, James Pugh, Albert Burton, William Stisser, A. L. McDaniel, Frank Knight, H. P. Williams, Mark Pryor, E. D. Warfield, Vernon Keith, Sterling Frazer, H. W. Atkinson, F. R. Baugher, William Gross, Colin Grant, Thomas H. Stanford and Irvin King.

Epigrams of W. C. Bowhay

1. If your job were harder than the boss's, you would be drawing more money than he does.
2. Oh! how I long for the childhood days that mother made so happy with the things she purchased with the money father earned.
3. Nobody loves a fat man. That is why he is always good natured.
4. If there is no work in Heaven, someone will have to tell a plumber when he is dead. Otherwise he won't notice the change.
5. The old fashioned man who used to ask for work now has a son who goes forth to seek a position.
6. We celebrate Mother's Day once a year. But if father celebrates one night the whole family quits speaking to him.
7. The successful man uses new words when he tells his wife the same old lie.
8. Before the women voted they used to beat their husbands up every morning. Now they beat them up any old time of day or night.
9. Don't worry the boss and he won't bother you.
10. When you listen to a reformer talk you form the opinion that Hell is a local point on his line but that he has no interline billing or through rates to points in Heaven.



How many of these do you recognize?



11. The best man in the bunch may have the worst reputation.

12. Some grandmothers can remember when the preacher used to select his text from the family bible.

In the accompanying picture is Miss Grace Norris, secretary to Assistant General Freight Claim Agent F. L. Schepler, second in line, and taken while on her recent trip to the Grand Canyon. Grace says: "The picture affords only a tiny bit of the splendor of the Canyon. One must see it to appreciate it." As is evidenced, sure-footed mules are the only conveyances by which the trip down the Canyon can be made. It takes about seven hours and covers approximately 14 miles.

Valuation Department

Baltimore Office

Correspondent, E. B. PIERCE

The Valuation and Engineering Departments were given quite a surprise the early part of November when it became noised about that W. C. Coles, chief draftsman, Valuation Department, had confided to several friends his conclusion that, having come safely through the world war after eight months spent on the firing line, he could now face the hardships of married life and intended to set sail on the sea of matrimony.

Mr. Coles has been in the service of the Company 17 years, and those who worked with him had come to regard him as a confirmed bachelor; in fact, some of those in the official family when acquainted with the news exclaimed, "What, Coles? Impossible! It can't be true!" But it was both possible and true, even the date for the great event having been settled; and at high noon on the 17th of November he was joined in happy wedlock with Miss Charlotte Spence Bond, daughter of Mrs. Lenox Birckhead Bond of Fallston, Md.

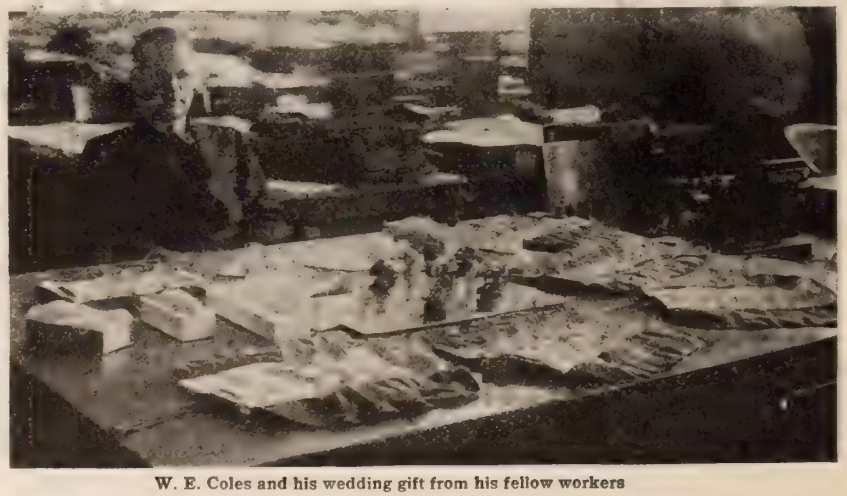
The wedding took place in the Fallston Presbyterian Church. A delegation, consisting of Mrs. E. M. Barker, Miss L. R. Ritter, and Messrs. H. B. Dick, A. J. Janushek, W. H. Edwards and O. G. Wilbur, motored out to Fallston.

The church, which was very prettily decorated, was filled with the friends and the family of the bride, and after the wedding ceremony, when congratulations had been extended, the bride was presented with a good heavy rolling pin, bedecked with ribbon and inscribed with instructions for its proper use in subduing an unruly husband.

The new couple passed their honeymoon in New York, and upon their return received a handsome chest of silver, the gift of our department. The presentation was both pleasing and unique. Mr. Coles, on his first day back at the office, was maliciously detained at lunch by conspirators, and when he finally reached the office found his desk decorated with silver, rice and Kewpie dolls that had been dressed a la bridal party. The only thing regretted by the whole department was the absence of Mrs. Coles.

To Mr. and Mrs. Coles we all extend heartiest congratulations, and our hope that their new life may be continuously filled with joy and happiness.

For some time the Building Branch has had a great deal of sympathy for their superior officer, Mr. Wilbur, because he is compelled to sit across from his assistant,



W. E. Coles and his wedding gift from his fellow workers

Mr. Slocomb, who has a very "ancient" pipe, which is prized very highly—by himself only. One can imagine the aroma when the "hod" is in action, and as a result the force is at a loss as to whether to buy Mr. Slocomb a new pipe or Mr. Wilbur an army type gas mask, which proved so effective against the gas attacks in the recent World War. Wanted: Ex-service man to stand by and give gas attack signal. Apply "Building Branch."

Miss Bryan, stenographer in our office, brings rosy apples to work with her. While eating one about the size of an Edam cheese, a bright youth exclaimed: When she consumes the apple it will be in cider. (Inside her.)

It is the intention of this department for the next several issues of the MAGAZINE (unless something more important presents itself, engineers being peculiar beings) to try to illustrate events that happen in and out of our department, also to make caricatures of the different members. They all all good fellows, I assure you, and mean well. We wouldn't for the world create the erroneous impression that we are casting reflections or slurs, so please remember when perusing our efforts to bear in mind the old saying "You cannot tell by the looks of a frog how far he will jump."

Printing Department

Correspondent, M. J. CONROY, *Proofreader*

Count 'em, boys: 1-9-2-1 = 13!

The sum of $35.00 was contributed in December by the men of the composing room to the fund to purchase an X-ray machine for Captain John Logan's hospital on Lexington Street. This hospital is especially close to the hearts of the union printers of Baltimore, because everything there is as free as the air to the men and their families whenever medical attention is needed. It has been tried and found not wanting.

Santa Claus left a new baby girl at the home of Harry Harmeyer in December. This fine Christmas present so affected "pop" that he had to remain under the doctor's care for a few days. Cheer up, old top; wait until you hear those "famous words of famous babies"—"Da-da!"

For the last five years Harry Reay has never failed to show his appreciation at Christmas time by presenting me with a brand new, shiny, copper bust of Abraham Lincoln. It isn't an expensive gift, but the thought and spirit makes it valuable. I am saving them up, Harry, but as I can't buy anything with a nickel these days I'll have to wait two more years and then I'll be able to ride out to Druid Hill Park and gambol on the green and sharpen that new lead pencil you promised me with a blade of grass.

The annual custom of the Printing Department in contributing to the 12 Opportunities of the Baltimore *News* was again carried out this year. The sum of $61.25 was realized. This shows a splendid spirit and made the holidays all the more enjoyable.

The girls in the bindery had their annual Christmas party as usual this year. Edward F. Leilich, foreman, and William E. Staines, assistant foreman, and the men of the press room were invited guests. A tree was procured and decorated and placed in a conspicuous place and gifts exchanged among the girls. Miss Lydia Brown, the forelady, was Mrs. Claus and expressed her appreciation of the splendid spirit of cooperation which exists among the girls. Miss Hattie Carroll and Miss Cassie McAleer, two veterans in the service, also contributed to the gaiety of the occasion by reciting appropriate Christmas selections. Mr. Leilich expressed his appreciation of the splendid work of the bindery during the year and asked for a continuation of the same cooperation during the coming year. Miss Carolyn M. Brown, the "baby" of the bindery, brought the festivities to a close by reciting the following little verse, written by Miss Mabel Dressman:

This little green tree,
With its lights and its toys,
Brings back the dear days
To all girls and boys.

Though our lives may be filled
With more sorrows than joys,
We can all, in our hearts,
Be just girls and boys!

Only one accident was reported to mar our otherwise joyful holiday season. George ("Eddy") Foy was presented with a meerschaum pipe several years ago as a wedding present and on each Christmas day he takes down this pipe to enjoy a quiet, peaceful smoke. But alas! Is it any wonder that a man acts mean and creates quite a scene when his wife will go and clean his pipe with gasoline!

May Good Luck and Happiness go hand in hand with you through the New Year, and Misfortune follow you—but never overtake you.

Relief Department

Correspondent, H. IRVING MARTIN

When the call comes to help the Red Cross or some equally deserving charity, the young ladies of the Relief Department always respond to the limit of their ability. We feel proud that among those who helped to raise the Baltimore and Ohio subscription of $1,325—the largest single subscription, by the way—were three of the live wires of the Relief Department: the Misses Lillian C. Gerhold, Esther Harr and Carrie Mewshaw. There was a noticeable huskiness on the morning after, but what matters the temporary loss of the voice in such a cause?

Dr. Milholland, medical and surgical director, and his staff are now installed in the office fronting on Baltimore Street, which was recently vacated by the general claim agent.

The general bookkeeper and the Pension Division are also now located in this portion of the department. Fresh paint gives the whole place a bright appearance and all are "perked" up.

"Brer" Ball, assistant to superintendent, and chief clerk of Relief and Pension Features, with his force, takes the space vacated by the Medical Staff. This gives plenty of space and elbow room for the "Ball" bearings.

Frank Owens went to New York on November 27 to root for the Middies. That he rooted and prayed hard and well is evidenced by the score with which the Navy wiped up the Army. Evidently a victory for the "Wets" over the "Drys."

Speaking of "Drys," Dixon Thirston comes back after some days spent in New York. He was told there that the weather man is the only one who speaks of anything being "dry."

We welcome to our office flock:

Miss A. Paula Bernhardt, from Union Ship Building Company; Miss Agnes E. Jeffries, from Consolidated Gas Electric Light and Power Company; John S. Roulston, from the Crown Cork and Seal Company.



Charles Carroll Murphy
Five-year-old son of T. A. Murphy, car distributor, Transportation Department

We should have mentioned the return to our office of William Gable, who again took up shorthand work, this time as stenographer to the chief registrar. His specialty seems to be "to sit tight on the job" and "do the thing." Back again also comes "Bob" Graham who, as the "Cub" building inspector, is studying scenery on various divisions. We caught "Bob" first when he was a youngster, but when he left us in 1919 he was a well-equipped and efficient worker. He'll be just like "Dan" Shivers, leaking building lore at every pore.

Miss May Schwinger has been promoted to the position of stenographer to chief clerk, a post vacated by Roy Knauff, who takes charge of the newly created correspondence desk. To all we wish success and extend our best wishes that their relations with us be always pleasant and agreeable.

Our big husky, Baldwin, went off and took a chance with appendicitis. He has had a hard pull, but we hope soon to have him with us.

Frank Dorr, the little fellow whose mother "doesn't want him any longer," has taken Reuben Grey's desk.

It was with regret that we learned of the death of Samuel Householder's mother. Although we may not express our sympathy in adequate words, "Sam" knows that we think it.

The enfranchisement of woman has caused her to turn her thoughts to new fields of endeavor. Hist! we have with us a feminine Sherlock Holmes. She spends her evenings in the sleuthing of the carriage and delivery of mysterious packages—that is, those evenings not devoted to the study of palmistry. If she only puts into this work the "pep" that characterizes her movements, she will have many memorable acts of detection to record. Has she chosen a historian to record her deeds? S-s-h!

The pension clerk tells us of a recent visit from John Keyser, retired painter, of South Curley Street, Baltimore. He carries 78 years and carries them well. He came breezing in to get some information; he left full of the thought that the pensioner who visits us always gets the glad hand of welcome.

Our society reporter turns in this item: "I hope to tell yah:" those from the Relief Department who attended Carl Smith's subscription dance enjoyed themselves. It was some party. "You tell 'em!" —pretty girls galore, music divine, and good fellowship a-plenty.

Those vouching for the above are: the Misses Schwinger, Helfrich, Berrett, Harr and Brune; Mrs. Wiglesworth; Mr. and Mrs. Brooks; Mr. and Mrs. Bucheimer; Messrs. Greene, Swikert, Gable, Thirston, McCann, Stevens, Wilson, Lanahan, Desverreaux, and Carl Smith, himself.

Telegraph Department

Correspondent, DELLA M. HAIN

Many messages received in this office are not followed with the symbol, in accordance with instructions. STOP! LOOK! AND THEN LOOK AGAIN FOR THE SYMBOL!

And Bishop waking in his berth, return trip from Newark, Ohio, mumbles:

"Fe, fi, fo, fum—

"Wasn't he a joke, that Englishman?"

Stork news—During the past month three storks hovered over as many homes of employes of the Telegraph Department. Those who received congratulations are J. B. Hovermill, C. R. Yost and W. S. Stricker.

R. F. Miller, chief clerk, told us some interesting stories related to him by Engineer James Dennison, who is an authority on dates, facts and figures. Mr. Dennison can give a good history of the Newark Division.

Poor Millie! Just because she is SO afraid, a little mouse persists in living very near her rendezvous, the files. Whenever the tiny thing comes out for air the office is favored with some light opera by our Millie.

And now think, we must wait almost a whole year for good old Santa Claus again! But our next big holiday will be Easter, so here's wishes for an "eggy" one.

Blind people are sometimes fortunate. Imagine the touch system on the adding machine, and tell me—do you ever peep? Talking of accounting, of course.

Uncle Frank used to "kick" about the location of his desk, but for some time he has been "mum." We all know why.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

With sincere regret we report the death, on December 5, of Mary C., daughter of James P. Landerkin, interline settlement clerk. The heartfelt sympathy of his fellow workers is extended Mr. Landerkin in his great loss.

Exceptionally good attendance records were established during the first part of December. On several days we had a perfect batting average, while on several others there was only one absentee. Let the good work keep up.

A special duck pin contest arranged between representative teams of office of Chief of Tariff Bureau and this office resulted in a decisive defeat for the Tariff boys by the following scores:

Coal and Coke . 451 474 469—Total 1394
Tariff . . . . . 407 434 396—Total 1237

Miss Florence Bennett's trip to Philadelphia is shrouded in deep mystery. From what we understand, much was done and seen in the City of Brotherly Love. Even the animals at the Zoo seemed to be affected with that brotherly love stuff, as one in particular took a great liking to Miss Bennett and showed its affections by becoming quite sociable. Miss Bennett will not tell whether it had two or four legs, whether a centiped or quadruped. Whatever it was, the animal showed good judgment in picking out Miss Bennett, who has a broad and pleasing personality. (Wish we had a picture of that Zoo episode.)

At this writing (December 10), the fifth round of our office bowling league has been completed and shows the team standing as follows:

	Won	Lost	Per Cent.
Kilkenny Kats . .	9	6	.600
Wild Cats	8	7	.533
Sadas	7	8	.467
Excelsiors	6	9	.400

We have 54 members at the present time, 24 active and 30 passive. With the semi-monthly dues collected, we expect, at the end of the season—probably by the last of March or first of April—to have a big feast at one of the hotels.

Great interest has been exhibited so far. The boys are all keyed up and waiting for Wednesday night to roll around. With the teams pretty evenly matched, we will be much disappointed if this condition of friendly rivalry does not continue until the final bell rings.

We are sorry that conditions prevent our inviting the ladies to take part in this proposition. A man's game, it was deemed best to stick strictly to that idea and make it "stag" all the way through.

You men, who take an interest in the game but do not participate, are invited to be present any Wednesday night at the Y. M. C. A. alleys to root for your favorites.

Weekly Brown Derby Winners

November 10. Burns—One on a spare and one in the box.

November 17. Limpert—Four pins to tie the score and he gets two.

November 24. Moore—One on a strike; one on a spare and two on a spare. Grand total of four pins on three marks.

December 1. Moore and Hartwig share the honors for this week, each showing the hugh total of 59 pins for one game.

December 8. Just mention Madam Butterfly Cigars to Mr. Brauer.

Auditor Disbursements

Correspondent, JOHN C. SVEC

Ask Miss Edna Mitchell and Raymond Turner how they liked the Garden Theater on November 27.

The clerks of the office are wondering why two young ladies are frequently seen in New York. Come on, Marie and Reba, take us along with you on your next trip.

Who says "Jimmy" St. Leger rides the Charles Street busses now? "You're all wrong," "Jimmy" says, "I don't go out there any more."

Sunday, November 7, was quite an exciting day for one of our payroll girls. Then, too, she was absent on Monday, and on Tuesday morning she was exceedingly nervous, and peculiarly left handed. Oh! come on, Eda, tell us how you did it.

Another young lady succumbing to the malady is Miss Ida V. Susemihl. Say, Ida, it's a dream, 'fess up and let us all in on it.

One of the young ladies of the office recently made a flying trip to Chicago. Jean, tell us what's the attraction.

Speaking of country school teachers, ask John Barnes why he goes to Bethesda, Md.

All the ladies of the office, especially Francis, seem to take a delight in vamping the former movie actor, recently employed. Watch out, Harry!

We have received word from two of our former fellow clerks, Mrs. George Buckingham (nee Miss Carrie Schenkle) and Mrs. J. C. Fowler (nee Miss Anne Brennan) of a visit paid them by the stork.

We announce the marriage of Miss Leah V. Brown of this office to N. Clay Harrington, of the Comptroller's office, on Tuesday, November 16, at the home of the bride's parents, 225 N. Calhoun Street. The bride had as her bridesmaid Miss Hilda Delcher; the flower girl was a niece of the bride, Miss Louise Heath. Mr. Harrington had as his best man Mr. Walter Stump. A reception followed immediately, after which they left on the 4 o'clock steamer for Boston. They will be at home after December 1 at 3913 Norfolk Avenue. Congratulations!

Another wedding is that of Stanley G. Beeman to Miss Grace Smith, of Baltimore, on November 25, at Alexandria, Va. They have the best wishes of all his fellow clerks.

It is with the utmost regret that we announce the death of the sister of one of our fellow employes, Miss Helen McLaughlin, on November 21.

Office of Auditor Merchandise Receipts

P. H. STARKLAUF, Correspondent

The season of feasting and well wishing has again been with us and with the years should weld an inseparable bond in our official family, as it had a tendency with the ancients before the advent of the Nazarene. With the New Year comes the old ROLL CALLS. Of course, you have decided to line up with your "YOH!" (Military for "Here" or "Present.") So when the Red Cross girl comes around you won't be among the absentees and you will surely assist the needy ones. Unfortunate children, unnurtured mothers, the aged and infirm are making the appeal to you.

To facilitate adjustment, a Correction Account Bureau has been inaugurated, with George F. Creswell as head clerk in charge.

The Bowling League has been started and is fairly well under way, this department furnishing three teams.

Much rejoicing in the Householder household—the stork pays his respects, and everybody is smiling. You said it the first time, yes, it's a boy. Congratulations, "Eddie"! Suppose you're going to teach him tricks on the cornet?

It has come to our notice that when some employes are finished looking over the



"Toby"

MAGAZINE, the copy finds its way to the floor, cupboard or waste basket. Why not get into the "Pass it on to a Friend Club." Few people, comparatively speaking, know of the existence of the MAGAZINE, and we can send it to a friend as a suggestion that we have a live Railroad. If you don't care to do that, why not return them in good condition to the Editor, for I'm sure he can always make good use of them. (You bet. —Ed.)

Miss Betty Ward has returned from an enviable trip to Pike's Peak, Denver, Colorado Springs, the Great Lakes, Boston, and Maine resorts.

The dance of the Mt. Royals came off per schedule on December 13 at Schanze's Hall. Notwithstanding the inclement weather a good representation of our office force was present. Messrs. Doron and Gawthrop of the Interline Settlement are to be congratulated on the excellent manner in which the affair was conducted. The younger element in the office, other than being pleasant to each other, have an excellent opportunity to be friendly and know and understand each other better at social affairs of this kind. I. M. Hudgins, Revision Department, furnished music.

Have you seen the latest in eyes? "Blushing Joe" of the Interline Settlement, when he approaches the comptometer crew. Don't you think so, Eleanor?

Cold weather is fast approaching, and with it "flivvers" and their kindred are put up for the winter. No more Annapolis Road nor Braddock Heights. Out to the movies we go. The little Hagerstown Two and its cute little engine are put away snugly in its moth ball bag. How about it, "Bekkie?"

There are chests and chests, but our noontime sewing circle seems bent on hope chests. Now we see the Misses Dorothy Dryden, Ethel McConnell, Mary Hauk, Carolyne Miles, Hilda Silbereisen, Vertalee Nieman, and a host of others making particular use of every possible moment in betterment of needle craft.

Unsigned missives left in or on your correspondent's desk in his absence are passed up. Somehow some one BLANK wants to boost some one else, and while we are in a receptive mood, the subject deserves such consideration that one must lend a good word to "TOBY," who always has a real smile for me and mine. She is a girl who will prove as handy in the kitchen as she is in the parlor, and whose fingers are as nimble in running scales on the piano, whether classic or popular airs, as they are on the typewriter. This is just a passing remark on "TOBY," who is a credit to our organization. See the accompanying photograph.

T. S. Everitt and J. Harry Ries have returned from what should prove a successful business trip in the South.

Showers (other than Rain)

One of the pleasantest thoughts in after years is the thought of congenial surroundings and agreeable companionship in one's place of employment. Some of our young ladies, popular among their respective sets, were accorded different kinds of showers, linen, crockery, glassware, etc., at the home of friends as noted:

Miss Estelle Blades at the home of Miss Hilda Erck, North Broadway, November 29. Miss Mary Hauk at the home of Miss Caroline Miles, Park Heights Avenue, December 8. Miss Ethel Barling at the home of Miss Edna Koller, Harford Road, December 14. Gifts were done up in the style of Rocks in a path "Rocky Road to Matrimony." Games of various kinds were played: "Honeymoon," "How to Manage a Husband," etc. Not having attended any of these affairs, don't know exactly what happens, but we're stretching our imagination.



Irene and Vernon Leonard in Tom Thumb wedding

The game of hearts still goes on: Thomas I. Hess, Machine Room, to Miss Sadye A. Lyman, September 11, by the Rev. Hugh Monaghan, Sts. Philip and James Church. Dewey Zimmerman, Revision Department, to Miss Lanora L. Ogle, November 25, by the Rev. Isaacs of the M. E. Church. Miss Sarah Levy, Revision Department, to Harry L. Morgenstein, December 12, by the Rev. J. Greenbaum, at Fink's Hall. They will reside in St. Louis, Mo. Miss Mary Agnes Hauk, Interline Settlement Bureau, to Frank J. Kroeger, formerly of the Revision Department, December 15, by the Rev. Bernard J. McNamara, at 4.00 p. m. in St. Martin's Church. Miss Ethel Barling, Interline Settlement, to Ohle Herder, December 17, at the parsonage, Christ Church, by the pastor, Rev. L. M. Zimmerman. Miss Mildred Estelle Blades, Interline Settlement, to William F. Leaverton, December 18, at 5.00 p. m., at East Baltimore Baptist Church, Orleans and Luzerne Streets, by the Rev. Samuel Bower. They will reside in Chestertown, Md.

Auditor Passenger Receipts

Correspondent, G. FRED MILLER
Secretary to Auditor

System

Nations are built upon System; organizations thrive upon it, and great business enterprises collapse and become bankrupt without it. The fall of Babylon was due chiefly to lack of System; armies and navies are lost when they fail to observe it, and no project, small or large, ever realizes its greatest possibilities without the use of System.

What a great opportunity railroads offer for the use of System! The railroad with the smallest number of accidents, highest efficiency in its train schedules, finest record in Loss and Damage (and our Road is one of them), must necessarily have an excellent working System.

No department or bureau of a railroad can function properly without System. And every employe, realizing this, should be constantly on the watch for some new idea that will save time, unnecessary labor and expense, and make our Road a better and more efficient servant of the public.

Every supervising officer has an opportunity to improve the working conditions under his jurisdiction. The better the conditions, the more accurate the work produced. After making the first improvement, others follow more easily.

Having a close view of the working conditions, employes are often well qualified to see just what is needed. In cases of this kind it is their duty to bring the thing which can be righted to the attention of the man in charge, that proper investigation may be given, and the System which is needed put into effect.

System can be brought into use on each individual desk of a department, and the clerk who uses System in his daily work will surely go on to greater things.

System meets all emergencies.

S—System
Y—Yields
S—Success
T—Trust
E—Efficiency
M—Money

Our good friend and chief clerk, G. W. Jentner, and his genial wife went to Virginia for a short rest and vacation during December, after a strenuous summer of hard work. The Statistical Department will now endeavor to solve the problem, *i. e.*,

One filled coal bin, minus unheated house for two weeks, equals saving of how much in dollars and cents?

Moral: Visit your friends during the coal shortage.

The boys of the office are letting all their fine girl companions steal off and marry. Our little titian haired beauty, Miss Ethel Harris, has resigned her position to reign supreme over her own domain. She is to be married in the near future and our good wishes and congratulations are extended.

Recently a man stood on the top of the bottle of the Emerson Tower and endeavored to grasp an airship as it flew by. Ensign Hiltz, gazing thoughtfully at the man, was seen to silently clasp his hands and offer a prayer. I have never discovered whether the prayer was for the success of the man's venture or otherwise. "Limousines furnished for all occasions," is our friend Hiltz's battle cry.

Mrs. Roy Payne, formerly Miss Miriam Swartz of this office, is the mother of an eight pound girl. The fame of the Auditor Passenger Receipts office goes marching on. There's surely quite a difference between checking tickets and walking the floor during the wee hours with your onliest child on your arm, chanting the latest lullabies.

Miss Louise Le Compte has also decided to desert us and venture upon the matrimonial sea. This will be of interest to the office as Miss Le Compte will marry M. W. McBurney, who at one time was a member of this department. Mr. McBurney served as a lieutenant overseas during the late war. All good wishes are extended to our friends.

Our fellow clerk, Harry S. Phelps, has been reappointed Notary Public.

"Dick" knows every farmer up the Old Main Line and just how much cider remains on each farm, but he never invites a friend to make the trip with him.

It won't surprise us if little "Josie" Frisby decides to run off any day and take unto himself a wife. You can't fool us, "Joe." Get the license before they advance again.

Our office is represented in the Baltimore and Ohio Bowling League. The team got off to a flying start, having won five out of the first six games played, defeating the Freight Claim team two out of three games, and winning three straight games from the Valuation Department. The team average for the six games is 473. Keep up the good work, boys, and carry the office to the front. The registered players are Dunphy, Rasch, New, Norris, Seems, Lewin, Klees, Hoppman, Grund and Brandt. Sergeant Dunphy has the men under his care and has hopes of being up among the leading teams at the end of the season.

All steam on for a record breaking passenger year, 1921!

Pier 22, North River, N. Y.

Correspondent, FRANK A. J. MANTHEY

It has been the practice of the male clerks in this office to confine their expenditures for various pleasure ventures to the female species of our organization. In this connection, here is a little note of advice found near the desk of one very popular stenographer:

"Don't take things too seriously: Thrice fortunate and blessed are you if you have a sense of humor. More hard knots can be laughed loose than can be untied.

"Take your love for granted. Don't be forever tinkering with it. Don't dig it up every day or so to see if it is alive. Be cheerful. The world is starved and thirsty for cheer. Northing makes a husband love his home so much as to know that he will find smiles there. Nothing makes a wife seek her husband's side so much as to know there is always sunshine there.

"Be human; expect mistakes, but learn to laugh at them. I'll tell you a secret: Love clings to imperfections, not to perfections. The ivy climbs the wall by holding on to its irregularities. Don't be afraid your weaknesses will destroy love. Love feeds on them. If I love you it is because you are you, not some impossible somebody else.

"It is our little failings that tend to draw us together. You don't have to be perfect and wise and angelic to make a happy marriage. All you need is to be *human* and *loyal.*"

"WHAT SAY? YES? NO?"

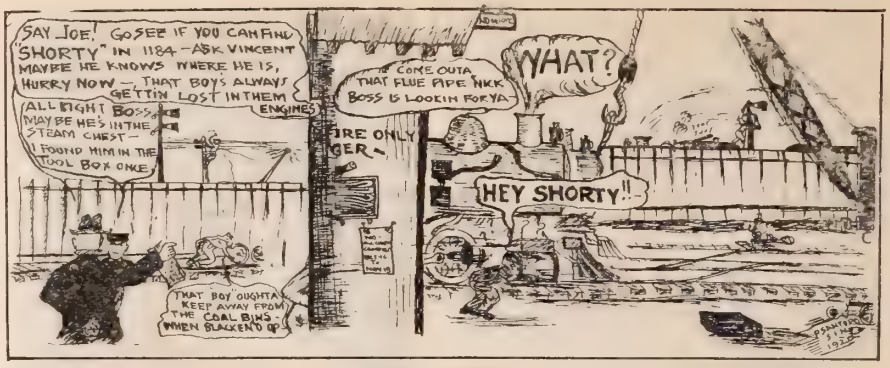
Be sure to heed this, H. M., as the solitaire you are wearing signifies your intent to embark on the blissful voyage shortly.

Frank Cappock, memo. clerk in Mr. Olsen's department, has been furloughed for one month to undergo a serious operation, and it is with great anxiety and hope that we await the results.

There are two young ladies in the Claim Department who are making a complete study of the caption in a local paper, viz. "Is Marriage a Success." We hope that when the intensive investigations are completed they will render a report on this subject. Keep on learning, Misses E. McD. and L. B., and let us have your verdict soon.

It sure is a pleasant diversion for investigators calling at Pier 7 to have their burdens lessened by the continual smiles and courtesies extended by one stenographer at that point. Have a smile for everyone you meet, Miss M. R.; it is appreciated by all.

On December 7, 17 girls journeyed to the home of Mrs. Cornell, formerly Miss Irene Sparks of this office, to partake of the dinner which Mrs. Cornell had prepared for the occasion. Those present were: The Misses Grace O'Brien, Julia Butler, Florence Petro, Margaret Cronin, Ethel Hauck, Ida Harting, Helen Dolen, Winnie Loeffler, Margaret Gleason, Helen Graham, Mae Caffery, Cathleen Hain, Sarah Rolmes, Rose Pekophy, Eleanor McDermott, Rose McDermott and Catherine Zooner.



"Hey—Shorty!"



Left to right: Trainman J. V. O'Reilly, Conductor C. H. Bardes, Ticket Chopper Pecoraro



There is another bouquet in the accompanying note

Staten Island Lines

Correspondent, G. F. GOOLIC

Assistant chief clerk to division engineer called the Track Supervisor's office on the 'phone one day. Someone answered the 'phone, saying, "Hello—nobody's in the office" and hung up his receiver. Can you beat it!

The Staten Island Railroad Club had a dance at their club rooms on November 30, and there was a lot of cake missing. We are advised that W. Filedora, chief clerk to traffic manager, is the guilty one. Is that right?

Miss Beatrice Heal has been temporarily employed as stenographer and clerk in the Maintenance of Way Department.

Another diamond has made its appearance at Pier 6 on the fair hand of Miss Lillian Breidenback. The lucky man is Dr. W. J. A. Higgins. We all extend our best wishes for their future happiness.

Miss Catherine Dolan, clerk in Division Accountant's office, has returned after being home on sick leave. Catherine sprained her ankle and was away one week. We all missed her and certainly are glad to see her back.

"Moxie," the mail bag king of Stapleton, entertained the audience at the dance given by the Staten Island Railroad Club. He made a "hit," too. His voice was great indeed—someone in the audience went so far as to say he was "losing time." He requested the band to play "Baby Shoes" and then sang "Oh What a Pal Was Mary." He will be commended. See cartoon.

"Joe" Langford, Superintendent's office, has been promoted to "chief night floor

21 Ruby and Sapphire Jewels
Adjusted to the Second
Adjusted to Temperature
Adjusted to Isochronism
Adjusted to Positions
25-Year Gold Strata Case
Montgomery Railroad Dial
New Ideas in Thin Cases

Look!

Only $5.00 a Month



The Burlington

The Watchmakers' Masterpiece

JUST think of it! Only $5.00 per month—a great reduction in watch prices direct to you—a 21 jewel adjusted watch at rock-bottom price. Indeed, the days of exorbitant watch prices have passed.

See It First

You don't pay a cent to anybody until you see the watch. You don't buy a Burlington Watch without seeing it. Look at the splendid beauty of the watch itself. Thin model, handsomely shaped—aristocratic in every line. Then look at the works! These you will see the masterpiece of the watch maker's skill. A perfect time-piece adjusted to positions, temperature and isochronism.

Practically every vessel in the U. S. Navy has many Burlington watches aboard. Some have over 100 Burlingtons. The victory of the Burlington among the men in the U. S. Navy is testimony to Burlington superiority.

Send Your Name on This Free Coupon

Get the Burlington Watch Book by sending this coupon now. You will know a lot more about watch buying when you read it. You will be able to "steer clear" of the over-priced watches which are no better. Send the coupon today for the watch book and our offer.

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Please send me (without obligation and prepaid) your free book on watches with full explanation of your cash or $5.00 a month offer on the Burlington.

Name .....

Address .....

.....

walker" on account of "Joe, Jr." falling heir to a wisdom tooth. "Joe, Jr." is six months old.

A party was given on the evening of December 1 to announce the engagement of I. A. Houseman, trainmaster's clerk, and Miss A. Yenny, both of West Brighton. Congratulations, "Ike!"

Miss M. Petrone, stenographer, Pier 22, has been transferred to stenographer to Car Accountant W. J. Ivers, St. George, S. I.

Miss Elizabeth Adams has been employed in the Lighterage office, Pier 6.

Henry J. Shaeffer is studying to fit himself for the position of traffic manager. "Henny" has high ambitions.

Baltimore Terminal Division

Correspondent, MARTHA V. FOX
Car Record Clerk

Cupid has again been in our midst and this time it was Miss Lillian Mills, our telephone operator, who on Thanksgiving Day was married to Mr. Bertrona Blizzard. After the ceremony the couple left for Washington and points South. If good wishes can bring it, they have a happy life ahead of them.

M. P. Faherty, formerly of Mt. Clare, has accepted position as chief clerk in the Trainmaster's office, Riverside, vice E. M. Hughes, now secretary to the superintendent. We wish Mr. Faherty much success in his new undertaking.

F. H. Carter, assistant chief clerk, Superintendent's office, went hunting on Thanksgiving Day. From the size of the gun he took, it looked as though he had borrowed a machine gun from one of his army friends, but from the recent reports we find that he found his game in Lexington Market.

C. M. Shriver, assistant superintendent, has decided to make Riverside Tower his headquarters. We hope that he will like his new home as well as the old tenants there.

"Daddy" Gaither is back with us again, after spending a short vacation in Sharpsville, Pa. "Daddy" still wears his cheery smile and we all miss him when he is away.

Barrett Weis, stenographer, Mr. Hoskin's office, has accepted position as secretary to Superintendent White. We wish Mr. Weis much success in his new position.

Mr. Berghoff, Agent's office, has school every morning between the hours of 9 and 10 o'clock, writing on the large blackboard the list of all steamers at Locust Point. He is some teacher.

James Walker has been promoted lately, going around on the water front, taking list of what the steamers are performing. Keep up the good work, "Jimmie."

The oyster supper at the Baltimore and Ohio Y. M. C. A., which was attended by most of the men at the office, on Wednesday, November 4, did not agree very well with our Mr. Pringer, the Beau Brummel of the office. He was sick at home for several days after it. Must have been the good, rich food they served him.

The firemen at Locust Point will soon be in their new quarters on the second floor at Pier 5. We hope that they will like their new home. The clerks in the office are hoping that the Railroad officials will leave the *Pullman* car intact (the headquarters of the Fire Department at the present time), so that they will be able to take a smoke during their lunch hour this winter, and not have to stand on the corner outside of the gate.

The recent election was certainly a hard blow to Messrs. Monoghan and Dudley, of the Agent's office. Everyone is wondering what has become of their beautiful smiles, which they always wore but which they lost on the morning after election. They took the news very hard.

Locust Point

Mr. Forthman, of the Commonwealth Band of Sykesville, and Joseph Patrick ('nuf said) made heroes of themselves at Pier 5 on November 20 by extinguishing a fire started in office. They are both looking for Carnegie medals.

Our friend George Steen, of Furness Withy Co., has a new machine (auto). Some of the boys in Locust Point figure it is to be used as a free bus down town.

If this weather keeps up we will soon see Messrs. Krek and Lubinski walking from East Baltimore to work on the ice.

Mr. Gilbert, foreman, waterfront, is all swelled up over his new office. He will be looking for a stenographer next.

Mr. Garnett, foreman of cranes, has put in a rather lonesome time during the past month trying to follow the two cranes about; he doesn't hear them whistling any more. One good thing, he hasn't had to walk as fast as he used to since getting one of those coats they wear in Alaska.

Recollections: "The Old Bunk Car."

The accompanying photograph is of Joseph Parr, who has a record of 40 years' consecutive serivce in the employ of the Baltimore and Ohio at Locust Point. For 16 years he was in charge of the Locust Point



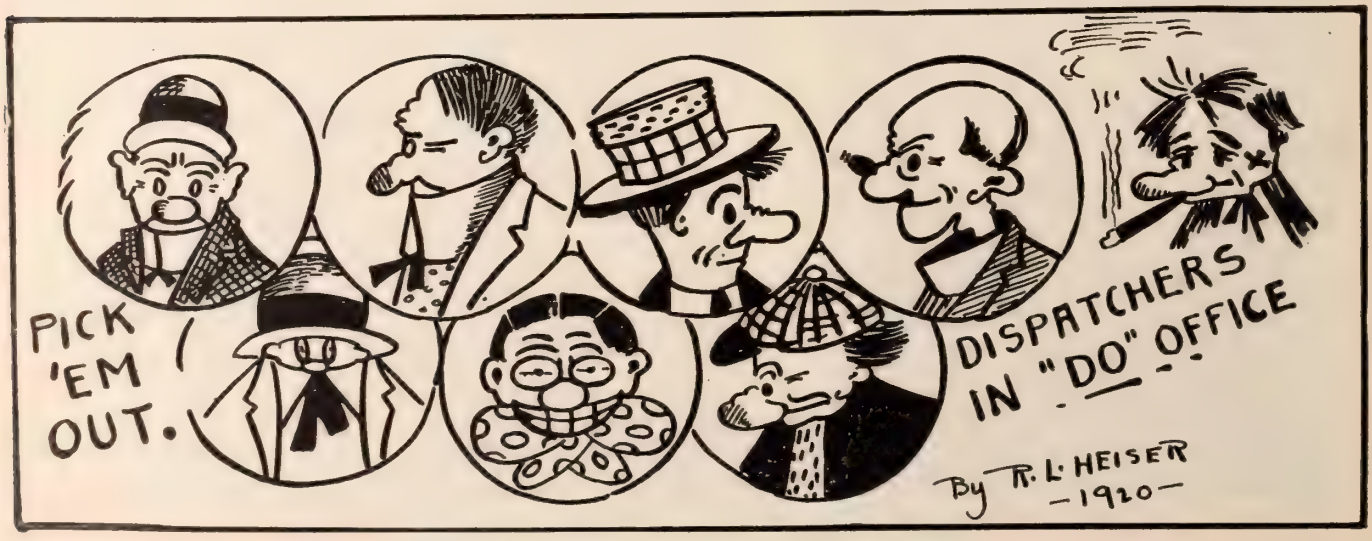
Joseph Parr

Coal Piers. Prior to this time there were 13 separate and distinct coal piers. Twelve of these have since been demolished to make room for other enterprises, the latest of which is the American Sugar Refinery. The only coal pier now in operation is the old Consolidation Coal Company's, which is used for local, bay and bunker business.

In the early stages of handling coal at Locust Point, cars containing 15 tons of coal were considered top notchers, and vessels carrying 600 tons of coal were placed in the same category.

The original 13 coal piers were owned and operated by various coal companies and representatives, most notable among whom were Charles F. Mayer, former president of the Baltimore and Ohio Railroad, who, after retiring from this position, became president of the Despard Coal Company; Charles K. Lord, former vice-president of the Baltimore and Ohio, who, after retiring from railroad work, became president of the Consolidation Coal Company; John K. Shaw, Enoch Pratt, James Boyce, S. S. Lee, Cyrus Hamilton, Frank Ehlen, Messrs. Black, Sheridan and Wilson, and Alexander were others. H. Crawford Black and Frank Ehlen are the only surviving operators and representatives at the present time.

At the time prior to the erection of the Curtis Bay Coal Piers all the coal for export, local and domestic use was handled at Locust Point, Mr. Parr supervising our interests in connection with the operation of these piers. Before entering the Coal Department Mr. Parr was employed in various departments in the offices at Locust Point under the direction of W. T. Moore.



In Memoriam

The uncertainty of life was never more vividly portrayed than in the sudden death of John C. Galloway whilst in the witness chair of the City Court on December 17, testifying in a habeas corpus case.

Apparently in perfect health, he left the office at Locust Point about 9.00 o'clock for the court and in less than two hours his spirit had flown.

It was our privilege to have been associated with Mr. Galloway for the past three or four years at Locust Point Station and to find him a perfect gentleman, one of nature's noblemen; ever ready to assist those in trouble, a faithful friend and a loyal and efficient employe.

Mr. Galloway was a member of the Brotherhood of Railway Clerks and his fellow employes beg to extend to his bereaved family their heartfelt sympathy in this, their hour of affliction, reminding them of the fact that whilst his death is a loss to his family as well as to his friends and fellow employes, it is his gain, and that:

When the shadows of eve are approaching,
And the merciless waves are in sight,
E'en on the sands of Life's Shore encroaching,
'Tis then He says—"Let there be light."
—J. R. G.

Agent's Office, Camden Station

Correspondent, W. H. BULL

Little "Dan" Cupid is among us again and his darts have made many hits. Those joining the married "folks" are: C. W. Stromberg, Accounting Department, and Miss Margaret A. Rourke, on November 4.

Miss Catherine Litchfield, Billing Department, and Mr. LeRoy Miller, on November 30.

A. L. Knorr and Miss Theresa M. McNeive on November 24. Mr. and Mrs. Knorr left immediately after the ceremony for a honeymoon trip to the West.

To all of these we extend our congratulations and best wishes.

The Co-operative Stores, Inc., owned and operated by Baltimore and Ohio Railroad employes have opened their first store at No. 300 East Fort Avenue, and it is hoped that all of those who own stock, those who purchase stock, and their friends, will take advantage of the opportunity and purchase their groceries from this store. Automobile delivery to all parts of the city. Phone South 248-W.

Stock may be purchased by paying an organization fee of $1.50. $5.00 per share is the cost of the stock, the minimum holding to be six shares, and it can be had of any of the officers. The store is proving very successful and it is hoped that many readers of this item will subscribe.

Mt. Clare Shops

Correspondent, MISS MOLLIE ALBRECHT
Secretary to Superintendent

Superintendent of Shops

By the time this MAGAZINE reaches you, our former record clerk, Miss Helen M. Davis, will have been married, and probably be living in a pot of honey. On Saturday, November 27, Helen left us, and on this same day, at 6.30 p. m., several of the girls at Mount Clare gave her a linen shower. The girls were: Miss Oliver and Miss Offutt of the Stores Department; Miss Hintenach of the Tool Department; Miss Oursler, secretary to the accountant; Miss Fisher, secretary to Mr. Bowler, and her sister; Miss Button, of the Mechanical Engineer's office; Miss Schafer and Miss Albrecht of the Superintendent's office. A buffet supper was served the girls by the bride-elect's mother (and the girls enjoyed it so much that they haven't had to eat much since). Mrs. W. Lee Morgan (formerly Miss Mildred Goetzinger, secretary to the superintendent at Mount Clare) and her sister were also at this supper, and all of her Mount Clare friends were glad to see her again. Mrs. Morgan enjoyed the excitement very much, as she informed the party that all they had in Zelienople was scenery and fresh air. Although the weather was wet outside, it didn't dampen the girls' spirits at all, and everybody had a good time.

Famous Sayings of Famous Fellows at Mount Clare

T. R. S.: Tell Mr. Jinglebacher to come in here.

(The boss can't remember anybody's name.)

C. W. S.: That makes it bad.

T. J. C.: Good-night shirt.



Learn Piano!

This Interesting Free Book

shows how you can become a skilled player of piano or organ in your own home, **at one-quarter usual cost.** Dr. Quinn's famous Written Method is endorsed by leading musicians and heads of State Conservatories. Successful 25 years. Play chords at **once** and complete piece in every key **within 4 lessons.** Scientific yet easy to understand. Fully illustrated. For beginners or teachers, old or young. All music free. Diploma granted. Write today for 64-page free book, "How to Learn Piano or Organ."

M. L. Quinn Conser'y's, Studio O. A., 598 Columbia Rd., Boston, 25, Mass.

J. H. P.: Come on here, I haven't got time to fool with you all day. Hello! Hello!

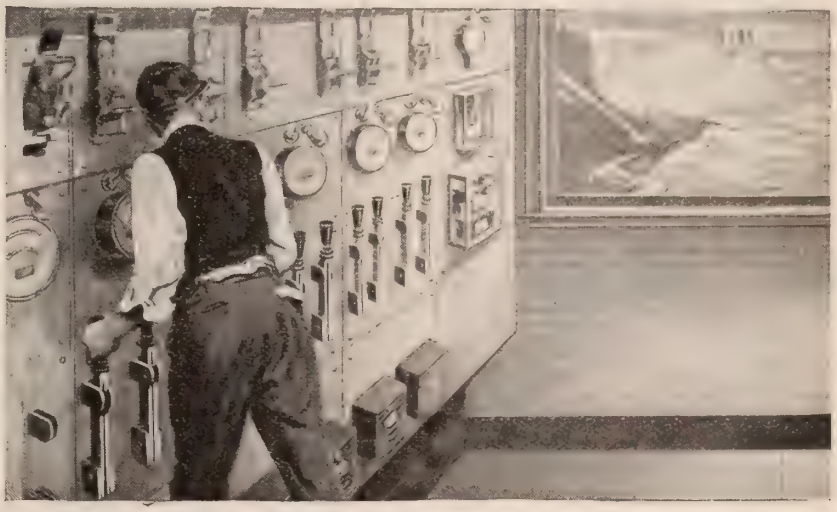
J. B. C.: Miss Mollie, there's a man out there waiting to see the boss.

J. E. T.: Say, this is a rich one.

Famous Sayings of the Ladies

Miss S.: It's a wonder you wouldn't stop chewing that old dirty tobacco, Mr. D!

Miss A.: For the love of mud!



Electricity
Learn At Home

THERE is a wonderful opportunity right now for young men who like electricity. If you are ambitious and will train yourself in spare time you can step into a good position and get experience that will give you a real start towards success in life. Good salaries are offered with rapid promotion.

For 29 years the International Correspondence Schools have been training young men for success in electricity and over 200 other subjects. They will help you prepare right at home for a position in the line of electrical work you like best—or in any other work that appeals to you. Thousands of men, through I. C. S. training, have stepped into fine jobs, but never were opportunities as great as now.

Let the I. C. S. help *you*. Choose the work you like best in the coupon below, then mark and mail it today. This doesn't obligate you in the least, and it will bring you information that may start you on a successful career. This is your chance. Don't let it slip by. Mark and mail this coupon *now*.

"I have watched the progress of the International Correspondence Schools. To me their rapid growth is easily understood, because I realize the practical value that is back of them and know something too of the success attained by many ambitious men who have taken their courses.

"May your institution continue to so grow and flourish that the world will come to appreciate the actual worth of the I. C. S. trained men."
—THOMAS A. EDISON.

"I am familiar with the textbooks and method of instruction used by the International Correspondence Schools in their Courses in Electrical Engineering, and I also know of a number of young men who have taken these Courses with great benefit. I believe that any young man will find it a practical and economical way to acquire a knowledge of the profession."
—DR. CHARLES P. STEINMETZ.

TEAR OUT HERE

INTERNATIONAL CORRESPONDENCE SCHOOLS
BOX 8490-B, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, *before* which I mark X.

☐ LOCOMOTIVE ENGINEER	☐ TRAFFIC MANAGER
☐ Locomotive Fireman	☐ BOOKKEEPER
☐ Traveling Engineer	☐ R. R. Agency Accounting
☐ Traveling Fireman	☐ R. R. Gen'l Office Acc'ting
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ BUSINESS MANAGEMENT
☐ Round House Foreman	☐ Private Secretary
☐ Trainmen and Carmen	☐ Stenographer and Typist
☐ Railway Conductor	☐ Mathematics
☐ MECHANICAL ENGINEER	☐ SALESMANSHIP
☐ Mechanical Draftsman	☐ ADVERTISING
☐ Machine Shop Practice	☐ Railway Mail Clerk
☐ Toolmaker	☐ CIVIL SERVICE
☐ Boiler Maker or Designer	☐ ELECTRICAL ENGINEER
☐ Gas Engine Operating	☐ Electrician
☐ CIVIL ENGINEER	☐ Electric Wiring
☐ Surveying and Mapping	☐ Elec. Lighting & Railways
☐ R. R. Constructing	☐ Telegraph Engineer
☐ Bridge Engineer	☐ Telephone Work
☐ ARCHITECT	☐ MINE FOREMAN OR ENG'R
☐ Architectural Draftsman	☐ Stationary Engineer
☐ Ship Draftsman	☐ AUTOMOBILE OPERATING
☐ Contractor and Builder	☐ Auto Repairing
☐ Structural Engineer	☐ Good English
☐ Concrete Builder	☐ AGRICULTURE
☐ CHEMIST	☐ Poultry Raising

☐ Spanish ☐ French ☐ Italian

Name _____

Occupation & Employer _____ 7-26 16

Street and No. _____

City _____ State _____

Miss Mildred Hardy and Roy Hook, decided to settle all differences and get married. They were coupled on December 6, and everybody at Mount Clare wishes them all the happiness in the world.

Our messenger, Arthur, spent quite an interesting time in New York recently. Arthur simply took a train from Philadelphia, arrived in New York, spent about twenty minutes in the station, and started back on the next train to "Phily." Arthur, dear, will you please tell us, in an early issue, your wild experiences in New York, the dangers and pitfalls of a messenger, alone in a big city, etc., etc.

Stores Department

Cupid is still on a rampage at Mount Clare, especially in the Stores Department. There is a rumor that Miss Mary Duke expected a diamond for Christmas, and Miss Thelma Offutt is already sporting one. Miss Duke has not let us in on the date of the wedding as yet, but we expect to kiss Thelma good-bye "some time in June."

While we are talking of Cupid and his works, we might as well mention that Mrs. German (better known as "Jennie") is also wearing a diamond. We are told that the lucky guy is "Johnnie" Kurtz! Is that so, "Johnnie?" Speak up, honey, don't be bashful!

Well girls, you can rest assured that each of you will receive a good wedding present from "Willie" O'Neill. I am told that when you are married, he will open up his heart (and the stationery cupboard), and at least give you each a pencil.

We can't imagine what "Pete" is going to do when Thelma leaves our midst. Wonder whom "Pete" will argue with then? He is always nagging Thelma about the women trying to compete with the men, and failing, but at least Thelma is his match when it comes to arguments. Stick to it, "Thel," old girl. Soon you'll be married, and then you can show "Pete" who's going to be boss.

N. E. Alexander, one of our old employes, who recently retired from service at Mount Clare, underwent an operation at the University of Maryland. We are advised that he is doing nicely, and hope that he will soon be able to get around again, as we miss his coming in to see us frequently.

Please take my advice, and if you haven't any spare money, keep away from "Johnnie" Kurtz. John's pet hobby now is collecting money for orphans, and if he doesn't soon stop, we will have to start a fund for "badly bent" clerks and stenographers.

We wish to correct a statement which was made in a recent issue of the MAGAZINE. H. E. Litchfield, formerly chief clerk to the storekeeper at Mount Clare, has been transferred to Brunswick, Md., instead of Keyser, W. Va.

The accompanying photograph is of Catherine Gertrude Shoemaker, the nine-year-old daughter of H. Shoemaker, storekeeper, Mount Clare. We are of the opinion that if Catherine keeps up that cunning smile and the mischievous twinkle in her eye, she will be a real "vamp" in a few years.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

On December 4, the division handled the Marines from Quantico, Va., to Baltimore for the "Gob-Leatherneck" football contest on the grounds of Johns Hopkins University at Homewood.

Miss Margaret Hill has the best wishes and congratulations from her fellow clerks in the Superintendent's office. She became Mrs. W. H. Foard on September 12. There are one or two other young ladies of our office force who contemplate matrimony, but we just do not know the dates.

All rotating members of the Divisional Safety Committee were retired with our December meeting. Safety Agent William D. Lenderking made an address, thanking the members for their work.

Wilmington

Correspondent, CHARLES W. HAMILTON

A. D. White, our genial freight agent, was remembered at the Christmas season by his appreciative office employes with a fine umbrella. Mr. White was equal to the occasion in the hearty and happy personal thanks which he accorded to each and all the donors. The true Christmas spirit rang out in all that was said and done, all leaving their work for the enjoyment of the holiday in the happiest frame of mind.

A notable evidence of the alertness and observation characteristic of President Willard came to the notice of the Wilmington office recently. Mr. Willard, in passing the sidings here, noticed an empty freight car. He immediately took the necessary steps to find out just how long this car had remained in that position since the unloading had been completed. His inquiries reached the Wilmington officials in record time. Prompt reports were at once required of the operating force, who in turn were happy to be able to say that the car had been in condition to move again for just 45 minutes previous to the time it was noticed by Mr. Willard. We trust that we may always be found equally ready with so favorable a report as to our operating efficiency, Mr. Willard. No matter how humble the capacity in which we serve our great Baltimore and Ohio Railroad, the Wilmington employes of the System take pride in the loyal efficiency and fidelity due our Company from them and heartily rendered.

Mr. Charles Palmer, Freight office, Wilmington, is the happy recipient of an "All Lines" pass, earned by his long and loyal service.

Martin Lawless, our Freight office demurrage and car service clerk, was delighted to receive an annual division pass as a token of the appreciation of the Company



Catherine Gertrude Shoemaker



Four girls and a boy from the offices at South Wharves, Philadelphia, Pa.

for his faithful and continuous attention to duties for the period of time necessary to secure such recognition.

George W. Bumpas, district freight agent, Wilmington, was recently married to Miss Mary McKee. After the return of the happy couple to Wilmington from Nashville, Tenn., a charming post-wedding reception was given by Mr. and Mrs. Bumpas at their home, 802 W. Ninth Street. Those present included nearly all of the employes of the freight office forces of both the Baltimore and Ohio and Philadelphia and Reading Railroads at Wilmington.

The entertainment consisted of music and dancing. Refreshments were served and the evening was made particularly pleasant by the witticisms for which Mr. Bumpas is famous. Mr. and Mr. Bumpas told of the happy honeymoon. Mrs. S. E. Bumpas, mother of the groom, whose home is in Nashville, celebrated her 69th birthday on Thanksgiving Day. The event was made particularly pleasant for her by the homecoming of her two sons, George W. and James L., each of whom brought home a brand new daughter-in-law for mother to see. Mr. James Bumpas was recently married to Miss Winnie F. Davis, a descendant of "Jeff" Davis, of Civil War fame.

Mr. and Mrs. Bumpas were the recipients of many useful and beautiful gifts from their friends in Wilmington, for which they expressed their appreciation. We congratulate the happy couple and wish them all imaginable happiness.

Philadelphia

The accompanying photographs show a part of the force at Pier 22. The picture showing the four young ladies was taken on the Baltimore and Ohio tug, "Convoy," docked in the Delaware. The girls are, left to right: Miss Hatterer, Miss Brittingham, Miss Berkowitz and Miss McGinley; the gentleman in the picture is James Robinson. They are a part of our clerical force. In the other picture you may see our worthy watchman, A. Attridge, and O. L. Bossom, receiving clerk. This photograph was taken after an enjoyable day's outing in Washington.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

It is very pleasing to be able to appear in the first issue of the New Year with a clear record in at least one respect; that is, in connection with the recent No-Accident Campaign. We feel justly proud that we were privileged to report each day as follows: "No one to report." There can be no better report to make than that, and it shows that there was watchfulness displayed. We look forward to the same vigilance during the coming year, so that, should there be another campaign, we shall be fully prepared for it.

We have reached the time of year when the express companies and Uncle Sam's parcel post get the bulk of the forwarding business, when the bulk packages that came by freight a few weeks ago are being distributed all over the country in smaller lots, and are making glad the hearts of thousands of recipients of Santa Claus' munificence. This naturally makes business in the freight stations a little lighter than it was in October and November, although as far as this station is concerned, we have had a busy year, and are proud of the record that we are able to show.

The year 1920 has seen many changes in our force at this station, the principal one being the transfer of Assistant Agent C. R. Grimm to the agency at Cumberland, Md., and the appointment of M. T. Hill, of J. K. Graham's staff, to succeed Mr. Grimm as assistant agent here.

Miss Mildred L. Karn was recently transferred to this station from Brunswick, Md., to succeed H. E. Keane as carbon clerk.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
R. G. ALLAMONG, *Secretary, Y. M. C. A.*
RUTH M. CHEUVRONT, *Office, Mechanical Engineer*
JOHN SELL, *L. P. Clerk, Superintendent's Office*

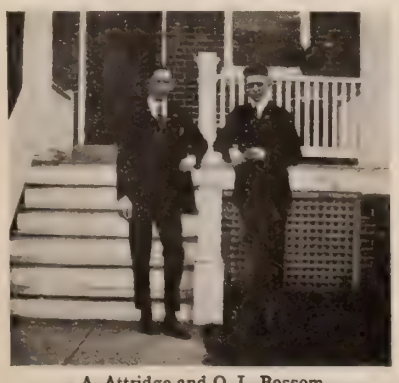
We recently had the pleasure of welcoming Mr. Van Horn, our new superintendent, to the division. Advance information had it that he was some BIG boss and first sight convinced us of the fact. And he is a good boss at that.

The movement over the Cumberland Division this summer and fall was unprecedented; everybody was on the job to see that business kept rolling and we are ready for the winter and will strive for an even better record if possible.

Our car foreman, L. O. Miller, was recently made general car foreman over the entire division. We are glad to see our old friend going up the ladder.

One of our veterans recently celebrated two exceptional anniversaries. John Ketzner, carpenter, Maintenance of Way Department, completed 52 years of service on October 1, and on November 15 celebrated his 67th birthday. "Uncle John," as he is familiarly known, is still active in service. Congratulations, "Uncle!"

Our night car distributor, B. A. Noone, recently received much local newspaper publicity by forming a strong basketball team, consisting of such stars as H. T. Henry, day car distributor; William McKinley, coal billing clerk; F. S. Cook, fuel clerk; W. E. Kornhoff, trace clerk, and Caller Scott and W. Robinson, baggagemaster, as substitutes. Headquarters are in the old freight house. While this is indeed a strong team, Mr. Noone, in justice to the other members of the team, should confine his athletic ability to the checker board.



A. Attridge and O. L. Bossom



"Birdie" Warnick, crossing watchman, Harrison Street, Cumberland

We wish to note here that our old friend, Colonel Allen Coglan, recently rounded out 30 years of service. The Colonel is chief statistician and daily assures us he is still young.

The chief clerk, while not rolling any duckpins lately, still has a challenge standing to the world. We are all proud of our champion, the well known G. A. McGinn.

Here is a good picture of our able crossing watchman at Harrison Street, "Birdie" Warnick, who is well known for his unfailing good humor.

Now that the baseball season is over and the smoke has cleared away, we are beginning to forget the past and figure for the future. We have no apologies to offer for not copping the pennant, the elements being against us, almost every game scheduled for home grounds having to be postponed on account of rain or wet grounds, until too late in the season to play them. But maybe better luck will be with us next year.

The reclamation plant being constructed in the Mill Yard, Cumberland, is rapidly nearing completion. This will fill a long-needed want on the Eastern Lines as well as effect an important economy. A better location could not have been found for a plant of this kind.

Cumberland is rapidly coming to the front as a manufacturing city. Besides the large number of old and well-established plants now located here, two new ones—the Kelly-Springfield Tire Co., and the American Cellulose and Chemical Co.'s plants—are rapidly nearing completion, and will give employment to a large number of operatives, as well as contribute a large amount of business to our Company.

Timber Preserving Plant

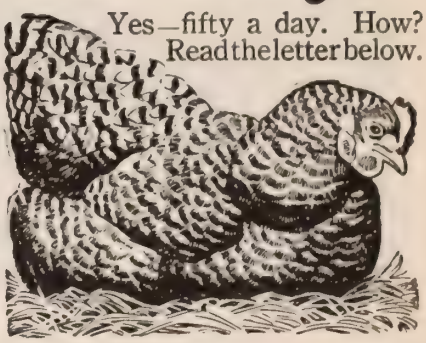
Correspondent, E. E. ALEXANDER

Reminiscences

As we close the accounts of another year, and in our foremen's meeting compare the results of our efforts with those of previous years, memory takes us back over this circle and recalls those who at one time served the Baltimore and Ohio through the Timber Preserving Plant. Of the original organization four remain, fighting daily through storm and sunshine, Winter and Summer to

50 Eggs a Day

Yes—fifty a day. How? Read the letter below.



"More Eggs' Tonic is a Godsend," writes Mrs. Myrtle Ice, of Boston, Ky. She adds, "I was only getting 12 eggs a day and now I get 50." Give *your* hens a few cents' worth of "More Eggs," the wonderful egg producer, and you will be amazed and delighted with results.

3 $1.00 Packages FREE

Send the coupon below. Don't send any money. Mr. Reefer will send you five $1.00 packages of "More Eggs." You pay the postman upon delivery only $2.00, the price of just two packages, the other packages being free. The Million Dollar Merchants Bank of Kansas City, Mo., guarantees if you are not absolutely satisfied, your money will be returned **at any time** within 30 days—on request. No risk to you. 400,000 users praise Reefer's "More Eggs."

Poultry Raisers Everywhere Tell Wonderful Results of "More Eggs"

"More Eggs" Paid the Pastor

I can't express in words how much I have been benefited by "More Eggs." I have paid my debts, clothed the children in new dresses, and that is not all—I paid my pastor his dues. I sold 42½ dozen eggs last week, set 4 dozen, ate some, and had 1½ dozen left.
MRS. LENA McBROON, Woodbury, Tenn.

1200 Eggs from 29 Hens

The "More Eggs" Tonic did wonders for me. I had 29 hens when I got the tonic and was getting five or six eggs a day. April 1st I had over 1200 eggs. I never saw the equal. EDW. MEKKER, Pontiac, Mich.

$200 Worth of Eggs from 44 Hens

I never used "More Eggs" Tonic until last December; then just used one $1.00 package and have sold over $200.00 worth of eggs from forty-four hens. "More Eggs" Tonic did it. A. G. THODE.
Sterling, Kans., R. No: 2, Box 47.

Send No Money!

Dont send any money: just fill in and mail coupon. You will be sent, at once, five $1.00 packages of "MORE EGGS." Pay the postman upon delivery only $2.00, the extra packages being **FREE**. Don't wait—take advantage of this free offer TODAY! Reap the **BIG** profits "MORE EGGS" will make for you. Have plenty of eggs to sell when the price is highest. Send TODAY—NOW!

E. J. REEFER, Poultry Expert,
4011 Reefer Building, Kansas City, Mo.

Dear Mr. Reefer—I accept your offer. Send me the five $1.00 packages of Reefer's "More Eggs" for which I agree to pay the postman $2.00 when he brings me the five packages. You agree to refund me $2.00 *at any time* within 30 days, if *all* of these packages do not prove satisfactory in every way.

Name .....

Address .....

You may send $2.00 cash with this coupon if you prefer.



Commissary Barracks, Green Spring
Left, Hans Fostel, tieman; right, C. J. Carney, clerk, Commissary Department

increase production. Among those more prominently connected with the operation of the Plant at one time and now in other fields, some familiar to many of us, are recalled: P. C. Conley, Peters, Sparner, Giffhorn, Burns, Kellar, Shreve, Carrico, Frederick, Turner, Tebby, Wedge, Fisher, McKibbon, Watkins and others; last, but not least, we pay tribute to C. W. Lane, supervisor in charge during construction and the first four years of operation.

The bright life of little Miss Lugine Crites, seven year old daughter of Tieman and Mrs. Allen Crites, came to an untimely end on Thursday morning, November 24, by the accidental discharge of a rifle.

Little Lugine was born at Romney, W. Va., on May 31, 1913. She leaves, besides her parents, three brothers and one sister.

Banked with flowers the little casket was tenderly borne to its last resting place by six little playmates: Masters William Kaylor, Lawrence Adams, Jesse Teeters, Estel Wagner, Edward Wagner and LeRoy Allen. Funeral services were conducted by Rev. J. O. Thomas. The little body was laid to rest in Springfield Cemetery to await the call of Him who said, "Suffer little children."

GREEN SPRING, W. VA., NOV. 30, 1920.
To Our Friends:

On behalf of myself and little ones I desire to express our appreciation and heartfelt thanks, through the BALTIMORE AND OHIO MAGAZINE, to all those employes who were so kind to us during the illness and death of my husband, Purnell J. Brill.

(Signed) Mrs. P. J. BRILL.

Miss Jennie Smith

You knew Miss Jennie Smith.

A consecrated woman who stands near Heaven's gates.

Have you one of her last books?

Did you read the account of it in the Veterans' Department of the October MAGAZINE?

If not, read it and get one.

Fifty-two copies to date are now in the hands of employes or their friends at Green Spring. We feel we can recommend nothing better that you can do.

We could not help but notice the epidemic of marriages in "Among Ourselves" for November. At least 29 were officially reported and several others rumored. In order not to be entirely outdone we have two to report ourselves, one an *old country* romance:

Robert Glenn Brown, son of Mr. and Mrs. T. J. ("Jeff") Brown, of Keyser, well known to Cumberland Division employes, and Miss Mary Ellen Robinson, youngest daughter of Fireman Helper and Mrs. G. W. Robinson, Green Spring, W. Va., were quietly married at the M. E. Parsonage, Glenn Street, Cumberland, on Thursday, November 18, by the Rev. Boyd Sweitzer. Immediately after the ceremony the young couple left for a brief honeymoon in eastern cities, and upon their return were given a reception, followed by a delightful wedding supper at the bride's home. The groom, formerly employed here, is at present employed by the Western Maryland Railway, at Ridgely, W. Va.

Joseph Loknar, one of our best tiemen, and Miss Fannie Jenkio of Krain, Czecho-Slovakia, were married by Deputy City Clerk M. J. Cruse of New York, in the courthouse, on November 20. The bride is the youngest daughter of a prominent farmer of Krain, adjoining "Joe's" old home, and the wedding a sequel of childhood romance. Miss Jenkio left her home on October 14, traveling over 4000 miles alone, arriving at New York on November 20, her wedding day. Mr. and Mrs. Loknar were presented with a beautiful set of silverware upon their arrival and have set up their own home in cottage No. 5.

Five hundred and eighty-three cars of crossties, in addition to several cars of other material, were received and released without delay during October, our largest month for 1920. A daily average of over 23 cars for 25 working days. November dropped only one car behind, with 582 cars of ties.

C. M. Gurtler has been appointed fireman, succeeding P. J. Brill, deceased. E. F. McBride has been appointed engine watchman, succeeding Mr. Gurtler.

E. D. Robinson was appointed retortman in place of P. C. Kenney, assigned to other duties.

The house occupied by Grant Kesner, tieman, at Springfield, was destroyed by fire on November 17. Mr. Kesner was fortunate enough to save his household goods with but slight loss.

C. L. Kittle, treating inspector, has been transferred to Central Creosoting Company's Plant at Finney, Ohio, in same capacity, succeeding C. E. Tebby. Mr. Kittle has been connected with the Plant since July 30, 1917, and leaves a record worthy of special mention.

A. E. Irving has moved into the house formerly occupied by Mr. Kittle.

As we came to work this morning, November 9, we observed a fireman fill his tank without running water all over the tracks and onto the tie yard. It was so unusual that we immediately made an item of it. It CAN be done!

The accompanying photograph is of our commissary and barracks, showing well the care that is taken of our grounds. The commissary is divided as follows: Dining room, kitchen, commissary storeroom and sleeping quarters. The barracks have 10 private sleeping rooms, fitted with double bunks, and a large rest room.

C. J. Carney, standing at corner, is the Chicago commissary clerk in charge; Mrs. Carney is assistant. The man on the left is Hans Fostel, champion tie carrier at the Plant.

Heard Around the Tie Plant Daily

Good morning, both retorts running?
What time will they be off?
What's the delay?
Uh-ugh-ugh. (Clearing throat.) Why didn't you report to the office?
Well, let's get busy. We gotta do something.
How many did we get yesterday?
How many loaded and released today?
Which way can we load today?
What time didja get home last night?
You can't load six trams in a 34 foot car.
Who in h— got that pipe wrench?
Let's see the requisition book.
Better order some more pipe.
Who's got the gang pass?
How many men off the Branch today?
I'll have to change my D. G.
Betcha we handled more cars today than any other yard engine on the System. Yessir, I betcha.
How's 31?
Good night!

Statistical

Investigation by the Forest Service of the United States Department of Agriculture shows that the use of wood preservative has increased to a large extent in the United States.

In 1919 there were 65,556,247 gallons of creosote, 2,412,592 gallons of paving oil, 102,011 gallons of miscellaneous preservatives used in the United States, in addition to 43,483,000 pounds of zinc chloride, the largest quantity of this preservative ever reported by the industry.

The material treated consisted of crossties, poles, wood blocks, cross arms, construction timbers, and miscellaneous material, largely for railroads, mines and telegraph and telephone companies. The total amount of wood subjected to preservative treatment by the 108 plants that were active during 1919 was 139,878,584 cubic feet, or 17,265,694 more than the previous year. About 80 per cent. of this wood consisted of railroad crossties.

Safety First

Through the No-Accident Campaign with "No Accidents" was a great reward for our effort. To win the pennant makes our reward greater. Realizing what one accident meant to us, our men were ever alert and now point with pride to the final report of the campaign.

Keyser

Correspondent, H. B. KIGHT

W. A. Bender, formerly general car foreman, Keyser, has been promoted to master car builder, with headquarters at Cleveland. L. O. Miller has been appointed general foreman, vice Mr. Bender.

E. W. Dawson, chief clerk to Master Mechanic Hodges, has been granted a fur-

lough. Mr. McGinnis is filling the job vacated by Mr. Dawson.

The west wing of the Rest House that was damaged by fire some time ago, has been remodeled and is ready for occupancy. C. H. Barnett, who has had 22 years' experience in the hotel and restaurant business, is now in charge of the Rest House, and has made a good showing in the short time that he has been here. He is careful to see that everything is kept clean and sanitary, and furnishes good wholesome food to the "boys." He has had a lounging room fixed up where the fellows can lounge around and read or write or discuss the topics of the day. Mr. Barnett deserves much credit for the way in which he is conducting Keyser's Rest House.

W. F. Braden was a pleasant visitor here a few days ago. Mr. Braden, while here, arranged for the showing of the latest Safety motion picture, entitled "Bulletin 70," and secured the use of the Knights of Pythias Armory for the night of February 19, in which this picture will be shown. The picture deals with "Safety First," and it is the desire of the Company that all employes see it. After the picture, an entertainment, under the direction of Mr. Atkins, chief clerk to the terminal trainmaster, will be given by local talent. The rest of the evening will be given to dancing, the music being furnished by an orchestra which is composed of Baltimore and Ohio employes, and led by Professor J. Harrison Isles, master mechanic's force. There will be no admission charged. Everything is free, so do not fail to attend.

On top of the car barn, Keyser, is an air whistle and a tin flag used for the purpose of notifying the First Aid crew, when someone is injured. In case of such an accident, someone runs to this place, and by means of the air whistle, informs the First Aiders. Having blown the whistle, the informer pulls a string attached to the tin flag and, by certain signals, informs the First Aid crew, who hurry direct to the spot where the injured person is, giving him first aid and making him as comfortable as possible until a doctor arrives or he is taken to the hospital. Many employes who preach Safety First fail to practice it, but should they take a walk up around the shops they would soon see that Safety First does pay. Look at that pair of smashed goggles hanging in the little office window up by the Triple room. A flying rivet head did that—broke it into many pieces—and the man who was wearing them was not injured. He wasn't long getting another pair on either, for he realizes that Safety First is "above everything else." And all around one can see signs asking you to do that which is safe for the welfare of yourself, your family and of your fellow man. Practice it, fellows, it pays.

Miss Marian Davis, secretary of the Keyser Chapter of the Red Cross, is asking for old clothes for the poor of the town. Miss Davis has visited many homes and knows their wants, and will appreciate any such donations. The Railroad boys never have turned down a worthy cause, and they will not do it in this case. Look around your homes, and if you find some clothing not in use or that you do not need, leave it at the Baggage Room for Miss Davis.

B. M. Carrico, chief train dispatcher, has been promoted to trainmaster, with headquarters at M. & K. Junction. Mr. Carrico is known as one of the Road's most efficient trainmen and his rise in the ranks on the local division has been steady.

Charles Carnell, brakeman, Third Division, and Miss Hattie Gerard were married in Cumberland during the early part of November. They left for a two months' visit to New York and other eastern cities. They will reside in Keyser.

James Sample, brakeman, and Miss Effie Ravenscroft were married on November 17. The ceremony was performed by Rev. W. B. Wilt. "Jim" and "Mrs. Jim" kept the marriage a secret for a few days, but finally decided to make the formal announcement. Mr. and Mrs. Sample will reside in Keyser.

Connellsville Division

Shop, South Connellsville

Correspondent, WILLIAM R. HAMMER

A son was born to Mr. and Mrs. French Durst on December 11, James A. Durst. French has not decided whether to make an undertaker or a pipefitter out of him.

J. L. ("Ham") Quinn was disappointed in not getting to Mount Clare Shop to inspect Mallet engines. Well, "Ham," don't feel too badly about it for we will soon need another No. 9 and you can go and inspect it.

Frederick Zimmerman has been appointed foreman of roundhouse on the 11 to 7 trick. Mr. Zimmerman has been with the Company since 1911. He is a genial fellow and is well liked by the men. Here is wishing you the greatest success in your new job, "Fred."

The other night C. H. ("Buck") Smith tore throught the shop as though he were going to a fire. After the excitement had subsided we found that the shop mascot (a little white dog) was up on the table eating "Buck's" lunch. You should be more generous, "Buck," and feed the mascot. Then he won't have to steal your lunch.

E. B. Small, genial machine shop foreman, 11 to 7 trick, has it on the Italians for eating spaghetti. He sure can hide the long, slippery sticks. Last month he gave a chicken and spaghetti dinner to the gang and you should have seen the feed disappear. "Eddie" is figuring on having another dinner soon, but if Owney King goes along again we won't get any of the chicken. He got it all the last time, at least all the bones were piled up at his plate.

W. J. Britt is enjoying bachelor life at present, for his family is sojourning in Florida for the winter.

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Pittsburgh Division

Correspondents

E. N. Fairgrieve, *Car Distributor*, Office of General Superintendent

Elmer H. Stoltz, Pittsburgh Freight Station

In our notes in the last issue of the Magazine, we promised to "expose" some of the inmates of the "Love Hospital," several of whom were severely wounded by "Old Dan Cupid" and some of whom succumbed to their wounds.

Philip Anthony McMahon, erstwhile secretary to the superintendent, Pittsburgh, and now a citizen of the neighboring village of Connellsville, and Miss Agnes Loretta Kenney, she of the winsome smile and sunny disposition, who used to dispense passes in the office of the superintendent at Pittsburgh, were united in the holy bonds of matrimony at Sheridan, Pa., the bride's home town, on November 18. The ceremony took place in the early hours of the morning, and a number of people in the general offices at Pittsburgh were invited to attend. One young lady in particular, Miss Lucey, decided to accept the invitation and to get a line on how weddings are performed. She arose long before daylight, and proceeded, in due time, to the scene of the ceremony.

After the "Tie-up" (that's a knotty one) "Phil" and Loretta (we can't get used to Mr. and Mrs. McMahon) proceeded to the bride's home, there to partake of the wedding breakfast, and Miss Lucey came to work. Say, when she hit the office, the radiance of her expression outshone the strongest radium ever invented, and her joy knew no bounds—and "that ain't all."

The happy couple, following the usual custom of newlyweds, came down to the station for No. 16. A number of girls had gathered to give the newlyweds the "once-over" and to wish them luck and a bon voyage. Following the usual custom, and according to all rite, rule and ceremony, the girls began to "smutz" the happy pair, but Miss Lucey, in her eagerness to plant a good smacker upon the groom's waiting lips, made a blind grab and kissed an innocent by-stander in the excitement.

Now when this first event above recorded was made a reality, there appeared as one of the contestants one Jere Lowney, who hails from the village of Connellsville, and who has been smitten, lo! these many years. Jere, acting in the capacity of best man, was rehearsing, as it were, for the great crowning event of his own life, which took place just one week later, out in little old Hazelwood, where he also took unto himself a wife.

Miss Emma Ford, daughter of Conductor M. J. Ford, was the other half of this bargain bill, and this happy couple departed for a month's sojourn to "bill and coo" in the sunny clime of Florida.



Yard Engine 1536, Ellwood City (see note)

Beechview—just through the hole in the hill—sounds strangely familiar, that is, we all thought so on the morning of November 16. Several of our "Hello" girls and good-looking brakemen from Glenwood betook themselves to that charming suburb on the night of the 15th, and we understand they had a big time at the home of Fireman "Joe" Bell. Judging from the mirth that issues when one mentions Beechview to one of our Hazelwood exchange girls, it must have been "some" party. We surely are glad you enjoyed it, Teresa, and only regret that we couldn't find the place or we would have been there too.

The next night we removed our activities to a more remote section—Braddock. This time it was a barn dance, one of those regular old timers. This affair was held by the Carnation Club, of which our old friend John Haverty is president, having as his assistants several firemen and brakemen of Glenwood yard.

The night upon which this affair was held at Braddock was the meanest we have had so far this year, snow and slush ankle deep, and this served to keep a great many away. We understand there will be another one of these dances held soon, and those who were there only hope to have as good a time as they did in Braddock.

E. A. Keefe, employed for a number of years in the Local Freight office at Pittsburgh, has been appointed agent at Dawson, Pa., effective November 6.

Recently we saw quite a number of our telephone operators lugging huge bundles away from the Exchange and it was thought that the contents of these mysterious bundles might have been hats. Not so, gentle reader, the secret is out, they were hams and bacon. Why do the operators all like ham and bacon? If you know, tell it to Day, tomorrow.

Why are all the girls getting their hair bobbed?

Because they have nothing left to take off.

How about it, Miss Kenney?

There is a certain young lady employed in one of the offices of the building who has been melancholy of late, and, although her name is not Mary, we fear this condition is due to the loss of her little "Lamm" which used to cavort, until recently, in the District Master Mechanic's office in the capacity of assistant chief clerk. Mr. Lamm has been transferred to Cumberland as shop clerk. We're not going to tell who the young lady is, but just watch the expression on her face when she sees this.

The Baltimore and Ohio City Office Bowling League mentioned in our last issue got off to an auspicious start, and up to the present writing nine games have been played. Team "D" with eight wins and but one defeat is leading the league. All of the rest of the teams are keyed up to a high pitch and promise to make the league leaders hustle if they are to hold their position. Enthusiasm is keen and indications point to a successful season.

The ladies have since organized a league, and have rolled a set of three games up to the present time. The spirit of rivalry is intense here also, and they are going after the pins just like the fellows. Say, Brother, if you want an hour's good enjoyment, take a jaunt down to the Club alleys some Monday evening where these matches are pulled off, and we guarantee you will be well paid for your effort.

There has been a Welfare Club organized among the employes of the Pittsburgh Division, the object of which is to hold entertainments, etc., for the enjoyment of the members. Committees have been appointed to draft a constitution and by-laws, and the following have been elected to office: president, Miss Kate Beck, Terminal Agent's office; Miss Ward, of Mr. Clarke's office, vice-president; Miss Melvin, Division Accountant's office, secretary; Mr. Kerb, chief clerk to Mr. Magill, treasurer.

Here we have photographs of two of our headlight maintainers: C. R. Reese, Allegheny, Pa., and H. M. Hartman, 10th Street Terminal, Pittsburgh, Pa. Each is doing fine work at his terminal. Mr. Reese's foreman says that he doesn't know what it is to have a headlight failure; taking smiles into consideration, we don't believe that Mr. Reese has much trouble. Mr. Hartman is making a fine showing on the equipment at 10th Street, and now has everything shining there, where failures and delays are things of the past.



Yard Engine 1514, Ellwood City (see note)

The accompanying photographs show engines 1514 and 1536 in yard service at Ellwood City. Crew on 1514, right to left: Dunbar, Mincier and Wallace, brakemen; McNeal, conductor; Isabella, hostler on tank, and Engineer McMullen in cab.

Engine 1536, from right to left: Stevenson, Hudspath and Myers, brakemen; Sutton, conductor; Goodman, fireman, and Engineer Lefever in cab.

C. C. Glessner, general freight claim agent, recently received the following letter from Agent C. H. Smith of Chicora, and was so pleased with the unusual interest and evidence of the cooperative spirit displayed that he sent it to the MAGAZINE office with request that we print with the other notes from this division:

CHICORA, PA., December 18, 1920.

MR. C. C. GLESSNER,
General Freight Claim Agent,
Baltimore, Md.

Dear Sir—Your Bulletin No. 61 received and carefully noted. I am glad to be able to say that we are particular to watch all of the points that you bring out that are applicable to this station.

May I suggest a circular to agents calling attention to possible damage to freight if cars set off for partial unloading are not properly re-stowed before they are allowed to go forward?

Another practice that we follow here is the requiring of at least two marks on each package, even if we are compelled to place additional marks on each package ourselves. I find that we are seldom in receipt of advice of shortage on freight we have forwarded since we adopted this practice five years ago.

These suggestions and the above note are only to show you that your excellent Prevention Campaign bears fruit, and to advise you that we are cooperating with you as heartily as possible to bring down the claim burden. Your statistics of claims paid thus far in 1920 were startling to us. We will do our share to cut it in half—or more.

Yours respectfully,
(Signed) C. H. SMITH,
Agent.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*, Grafton, W. Va.
MARY C. LEEDS, *M. P. Clerk*, Grafton, W. Va.
LEOTA GRIFFITH, *Clerk*, Agent's Office, Grafton, W. Va.
JUANITA LOCKHART, *Clerk to Trainmaster*, Fairmont, W. Va.
VERNON A. LYON, *Assistant Ticket Agent*, Clarksburg, W. Va.



Two Hustlers
C. R. Reese and H. H. Hartman

Divisional Safety Committee

PERMANENT MEMBERS

B. Z. HOLVERSTOTT.....Chairman, Superintendent
J. MCCLUNG.....Assistant Superintendent
J. NILAND.....Terminal Trainmaster
A. H. FREYGANG.....Division Engineer
W. B. PORTERFIELD.....Master Mechanic
C. F. DOTSON.....Road Foreman of Engines
F. E. FUQUA.....Division Operator
DR. C. A. SINSEL.....Medical Examiner
G. W. HANWAY.....Captain of Police
J. O. MARTIN.....Division Claim Agent
W. S. LASSWELL.....Signal Supervisor
H. C. MILLER.....Storekeeper
D. I. TAYLOR.....Master Carpenter
W. E. CLAYTON.....Secretary, Assistant Chief Clerk

ROTATING MEMBERS

L. H. GRAHAM.....Agent, Kanawha
WILLIAM MORAN.....Operator, Grafton
H. W. MURPHY.....Foreman, Grafton
J. GILLIGAN.....Foreman, Bristol
ANGELO PAPPAS.....Foreman, Grafton
L. E. FORTNEY.....Signal Repairman, Grafton
J. W. LEITH.....Foreman, Grafton
JOHN HOSTLER.....Passenger Engineer, Grafton
M. J. TIERNEY.....Freight Engineer, Grafton
H. G. HELMS.....Passenger Fireman, Grafton
F. B. SCOTT.....Freight Fireman, Grafton
W. B. FOLEY.....Passenger Conductor, Grafton
G. W. WHITE.....Freight Conductor, Grafton
F. D. HAGER.....Yard Brakeman, Fairmont
C. C. CAMPBELL.....Car Inspector, Grafton
GEORGE REYNOLDS.....Local Shopman, Grafton
BAILEY HUPP.....Car Shopman, Fairmont
MISS MARY LEEDS.....Female Representative, Grafton
W. S. WATSON.....Track Brakeman, Grafton

Miss Hazel Double, work report checker, Fairmont Shops, is able to resume duty after a slight operation.

J. W. Layman, claim clerk, Freight House, Fairmont, resigned to take a position with the Domestic Coke Company, Fairmont. Paul Briffey has charge of Mr. Layman's desk.

Mrs. Naomi Toothman, Over, Short and Damage clerk, resigned on December 15.

Caller Frank Brannon has returned to Fairmont, after being operated on at Pittsburgh, Pa., but at this writing is not able to resume duty.

Miss Elizabeth Shroyer, stenographer, has returned to her duties after several days' illness.

V. H. Chenoweth has been assigned as weighmaster at East Grafton Scales.

Please note the happy looking bunch in the photograph on the next page: Road Foreman of Engines A. R. Acord, W. B. Porterfield (left), master mechanic (center) and C. D. Powell, district boiler inspector (right).

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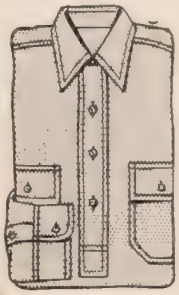
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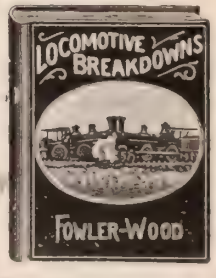
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PARKERSBURG, W.VA., November 20, 1920.

Dear Mr. Editor: I want to tell you (if you have any room on the pages of our good MAGAZINE for it) about the only time in my 18 years' service with our good old Baltimore and Ohio that I ever had the swell head to an extent where my hair actually stuck out like quills on a porcupine. Cause:—On the evening of the 17th, Caller "Jim" Burnes, at Grafton, handed me a message stating that I had an 8¾-pound baby girl down at the City Hospital in Parkersburg, where my wife had gone on some business or other. Now if a message like that wouldn't swell the bean of any "Hogger," especially when he is past 40 years old, and had about made up his mind that he would have to order from Sears-Roebuck, John Smith, Montgomery-Ward, or some other mail order house, then win out like I did, "Oh, Boy!" All I could do was make the old 2820 gobble up that 89 freight and do the shimmy-shake for home. Will send you a picture some time soon.

Yours truly,
H. J. MEEK,
Engineer, Monongah Division.

Some one must have told Engineer Meek about my experience. Though not 40 years old, I'm close enough to it to know just how he felt.—Ed.

Clarksburg, W. Va.

Correspondent, V. A. LYON, *Assistant Ticket Agent*

The *Sunday Telegram* of Clarksburg has the happy habit of booming business for our Railroad as well as for our town by means of inserting at the top of its title page little jottings such as this one, which appeared in the issue of October 31:

> FREIGHT—Clarksburg is the largest freight receiving and distributing center on the Baltimore and Ohio Railroad between Camden Station, Baltimore, and Cincinnati.

In the accompanying photograph you will see some of the girls who help to make the folks happy at the Freight office. They are, left to right: Blanche Freeman, abstract clerk; Mary A. Grosscup, freight waybill clerk; Inez Cogan, bill clerk; Jennie Mowrey expense clerk; Mana Byrd, waybill clerk; Monnie Underwood, rate clerk.

Earl Van Horn, night yardmaster, has accepted a position in the same capacity at Fairmont, W. Va., H. R. Harper succeeding him here.

We are pleased to announce the marriage of our friends Oden Leatherman and Miss Kathleen Dove Koon. They were married at Buckhannon, W.Va., the home of the bride, and left Clarksburg on No. 67 that night for a honeymoon to Canada and Niagara Falls. Mr. Leatherman is an operator at "MO" Tower and is quite popular among the Railroad employes. We extend to the couple our best wishes and hearty congratulations.

Born on November 12 to Assistant Ticket Agent and Mrs. Vernon Lyon, a little girl, Margaret Jane.

G. Fury, first trick operator, "MD" Tower, has left for his southern home in Indrio, Fla. C. E. Ogden succeeds him.

Sturgeon ("Bob") White went to Washington, Pa., to spend Thanksgiving and to witness a football game between West Virginia University and Washington and Jefferson. He came home with a heavy heart; West Virginia had lost out.

We are glad to welcome back into our circle Okey Marshall, yard conductor, who spent four months at Ranger, Texas, because of ill health. He is now back on the job and is looking fine.

Fairmont, W. Va.

Many of our readers will be delighted to hear of the wedding of Engineer Robert William Brennan, of Fairmont. On Wednesday, November 24, Mr. Brennan and Miss Bertha Angela Schuler, of Wheeling, were united in matrimony, the wedding taking place in St. Joseph's Cathedral, Wheeling. Miss Katherine Brennan, niece of the groom, was bridesmaid, and the groom was attended by Mr. Alphonse Leconte, of Fairmont. A niece of the bride sang an "Ave Maria."

The bride wore a traveling suit of blue velour with trimmings of beaver, and a blue hat to match, with a corsage bouquet of bride's roses and lilies of the valley. A wedding breakfast was served at the Windsor Hotel, and the happy couple left for Atlantic City and other points. After December 1 they will be at home at 707 Ogden Avenue, Fairmont.

The bride is the daughter of Mrs. Sara Schuler, Wheeling, W. Va., and the groom is a very popular Railroad man. Mr. Brennan, although quite a young man, is a member of the Baltimore and Ohio Veteran Employes' Association. Our hearty congratulations and good wishes are extended to the happy couple.

Ohio River Division

Correspondent, MAUDE M. MOORE

It was indeed a sad parting when, on November 15, R. E. Waid, motive power accountant, left the services of the Baltimore and Ohio. We extend to him our best wishes for a successful career in the insurance business.

We are glad to have Carroll O'Neal, leading transportation time clerk, back among us once more, after an illness of over eight months.

Ira B. Foster entered the service as a stenographer on November 12 and was married on November 20. Rather quick work, isn't it, Ira?

Ruby (speaking of a friend of hers): You know him, don't you, Donald?

Donald: What was his name before he was married?

Mr. Catt has been ill of an attack of the flu. We are glad to report that he is with us again.

M. H. Mohler, inspector of accounts, is now on special duty in Baltimore. Seeing the country, eh, Myron?

E. L. Peters is the new motive power accountant in the Division Accountant's office, succeeding R. E. Waid.

Norman Harrison has finally located his stolen Ford, after offering a reward of $50.00. He was able to bring it in in a hand bag, the remains consisting of four spark plugs and tire pump. Rather an expensive Ford.

The drive is still on for MORE CAR MILES. Watch us!

"Wren" Graham has made a wonderful discovery. After much thought and consideration we have decided to give you all the benefit of it. November, 1919, consisted of 31 days.

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*, Weston, W. Va.

The No-Accident Campaign has come and gone. It was a foregone conclusion that the Charleston Division would be the winners, and we were. First on the System and first on the Eastern Lines. Some record! We are proud of the pennant, not so much for its beauty and the honor of having won it over all competitors, as what it stands for. It shows that every man and woman on the division had the interests of Safety at heart, and that they showed their interest in a practical way. If the campaign resulted in the saving of even one life, who will say it was not worth while? Let's now get down and have a No-Accident Campaign all our own, every day of the year. We have shown that we can do it.

A big meeting was held in Weston on November 13, at which some 600 employes, with their friends and families, were present. The principal speaker was Governor John



Gloom chasers at Clarksburg Freight Office

J. Cornwell, of the State of West Virginia. The Governor is an excellent speaker and gave us an interesting address, telling of his early start on the Railroad many years ago, and of what he has tried to do for Safety during his term of office. At the present time Governor Cornwell is conducting a No-Accident Campaign throughout the entire State, and in all industries. The hearty support of all Charleston Division employes was pledged to him. Superintendent W. Trapnell was chairman, and other numbers on the program were vocal and instrumental solos by our employes and friends.

We are all much interested and pleased to learn that Governor Cornwell has been elected a member of the Board of Directors of the Baltimore and Ohio Railroad. Our heartiest congratulations are extended to him.

Major Richard Brooke, division engineer, has returned from his vacation, spent in his old home in Virginia. What with the loss of bridge 40-C, and the defeat of Governor Cox, we feel sure he was fully entitled to the two weeks' rest he took.

Assistant Superintendent Kinton has also returned from his vacation, which he spent in parts unknown. We have not yet heard the result of this hunting trip, but assume we will hear some tall "bear" and other stories before long.

That Safety work on the Charleston Division is not confined to the grown-up people, is proved by the photos, one of which appears in the Children's Department, of Miss Gertrude Conley, daughter of our supervisor on the South End, and the other of Miss Geraldine Hostetler. On November 23, a large open meeting was held in the Y. M. C. A. at Gassaway, at which these two young ladies assisted. A large number was present, the assembly room of the Y. M. C. A. being far too small to accommodate the crowd. During the evening a telegram was received by Superintendent Trapnell, who acted as chairman, announcing that the Charleston Division had won the pennant. This news was greeted with enthusiastic cheers. All credit to our Gassaway people, who helped to a large extent in winning the banner. Others who assisted at the entertainment, and to whom our thanks are extended, were the Rev. Herold, the Rev. C. L. West, Mrs. Sanders, the Rosenberger-Keener-Wood-West quartet, and Mary Fink. During the evening the Gassaway Band rendered appropriate selections.

Miss Mary Collins, Weston, has been appointed clerk in the office of Superintendent Trapnell, vice Miss Rice, appointed secretary to division engineer.

Miss Bertha Van Dyke, Gassaway, has resigned. She has been replaced by Miss Floy Yokum, of Elkins.

R. A. Tull, general car foreman at Gassaway, has resigned. He has been in the service for many years, and our hearty good wishes go with him.

Miss Viola Hickman, Trainmaster's office, recently spent a day in Pittsburgh. On being interviewed by the reporter for the MAGAZINE, she declined to state for publication whether she was purchasing a trousseau or Christmas presents. We may, however, draw our own conclusions, especially as we observe she spends much of her free time at Grafton. "There's a reason."

Messrs. Baldinger, Davidson and Marsh attended a meeting of the West Virginia District mechanical officials at Grafton recently.

Congratulations are extended to a new telegrapher in our midst. A son recently arrived at the home of A. Teskey, "The Gassaway Wireless" man at Weston.

Mrs. G. M. Leach has asserted her seniority as agent at Gassaway. F. E. Friend has bid in Gilmer.

F. M. Garber has been appointed general car foreman at Gassaway, vice R. A. Tull, resigned.

John K. Cogley has been appointed division freight claim representative at Weston, vice C. M. Criswell. We welcome the newcomers to our family.

Miss Irene McCormick and Miss Trix McDermott recently visited Charleston for the purpose—we are told—of doing their "winter shopping." How did they come to get on a C. & O. train with a Baltimore and Ohio pass? How was it they were the only ladies in ——(?) Ah, that is another story. Then, to cap the climax, they came to Buckhannon on train 58, went to the New Valle Hotel to spend the night, and the hotel caught fire—some chapter of accidents, what? Much could be written of this trip, but as they are both good freinds of ours we will let them down easy. Full details will undoubtedly be given by Trix, however, if a personal application is made to her. Those interested please apply *in person*. Letters ignored.

The correspondent has just returned from his vacation, during which he took a tour around the United States, for which reason any errors in this month's notes should be overlooked. While absent he visited Kane, Pa., where he left his wife and son, proceeding to New York, Buffalo and "through Canada" (without stopping) to Chicago and Cincinnati. He also had the pleasure of calling at the office of the MAGAZINE in Baltimore.

Relief Dispatcher D. F. Millbourne was absent for a couple of days around November 2. He says he went to vote at his old home. But we know very well he can't vote in Huntington. Therefore, this is just an excuse. We *know* where he went, but we don't know the reason, although we should be much pleased to meet her.



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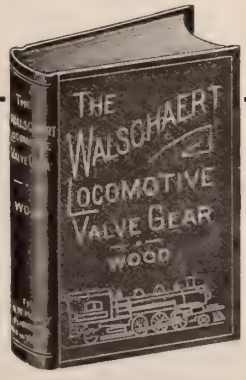
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Division Accountant Severns will open his Accounting School again in a few days. A good attendance is hoped for. The good work Mr. Severns is doing along this line should be appreciated, and there is no surer way to show that it is than to fill his office every meeting night.

We have learned with sincere regret of the death of Superintendent E. V. Smith, of Wheeling. Our heartfelt sympathy is extended to his family. Superintendent Trapnell, with other Railroad officers, attended the funeral services at Kent, Ohio.



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The rebuilding of Bridge 40-C, Gauley Line

On the morning of election day, November 2, at 1.45 a. m., word was received at Weston, that Bridge 40-C, near Arnold, on the Gauley Line, was burning. Engines with fire fighting apparatus and the division officers started out immediately, reaching the scene at 4.00 a. m. The fire was under control at 5.00 a. m., but the bridge was practically destroyed. Our photos show some of the work of reconstruction. During the work all trains were detoured over the Elk Line via Buckhannon, Hampton, Adrian and Orlando. The bridge was one of the highest on the division, being between 70 and 75 feet high, and about 200 feet of it was destroyed. The work was completed under the direction of Superintendent Trapnell, Division Engineer Brooke, Master Carpenter Walters and Trainmaster Deegan, in one week. The cause of the fire was not ascertained.

This neatly piled assortment of materials is an illustration of how Storekeeper P. H. Remalay keeps our storehouse at Gassaway.

The regular monthly meeting of our Division Safety Committee was held at Weston on November 13, all members and several visitors being present. We had the pleasure of having as our guest at this time, Miss Margaret Talbott Stevens, associate editor of the MAGAZINE, and Governor Cornwell, who dropped in and shook hands with all the members. A committee consisting of the Misses Viola Hickman, Margaret McCormick and Madge Hinzman was appointed to meet and take care of Miss Stevens, and we hope she had a good time. Anyway "Aunt Mary" was very welcome on the Charleston Division, and we all hope that she will come soon again. (Note—You bet I had a good time, an' some o' these days I'm a-comin' ag'in—Aunt Mary.)

Our Freight Claim Prevention meeting was held on November 20, and was unusually well attended, being the best meeting we have had for some time. Claim Prevention is a matter of great interest on this division, and all the boys are working hard together to help the good work along. E. J. Hoover, agent, Buckhannon, is the chairman; J. K. Cogley, division claim representative; Samuel Strachan, division freight agent; J. P. Ryan, agent, Weston; J. D. Kennedy, agent, Clendennin; F. E. Friend, agent, Gilmer, and many others were present. Any of these gentlemen will be glad to have advice and suggestions as to Claim Prevention at any time, as also will Superintendent Trapnell.

Roy Sergeant, inspector of accounts, finds it necessary to visit Gassaway occasionally. Perhaps you know the reason? We do.

1920 will have gone by the time this MAGAZINE reaches our readers and we take this opportunity to wish to everyone on the division a very Happy New Year, and every possible success for 1921. Don't forget the ten commandments of the Charleston Division:

1. SAFETY ABOVE EVERYTHING.
2. Be loyal.
3. Prevent claims.
4. Save coal.
5. Don't waste anything.
6. Be efficient.
7. Give a good day's work for a good day's pay.
8. Be courteous.
9. It's the voice with the smile that wins.
10. Don't "Pass the Buck."

The Bowling League on the Charleston Division is hard at work, with the following officers:

P. D. Marsh, president; L. Berry, vice-president; J. P. Ryan, treasurer; W. C. Borneman, secretary.

On this division we have five teams, known as follows:

Freight House Team, No. 1; Superintendent's Office, No. 2; Division Accountant, No. 3-A; Division Accountant, No. 4-B; Dispatcher's, No. 5.

A percentage was kept of these teams and the 10 highest men selected to represent the division in the System League. The two teams are as follows:

(1) Carpenter, F. G. Cutright, Sergeant, Schide, Shoemaker; (2) Norman, Fisher, Summerfield, Nichols, D. T. Cutright. Substitutes: Downey, Seymour, McOsker, Borneman. Both teams are using the regular small wooden pins, with three balls, and are governed by rules as set forth by the Welfare Department. Some very good scores have been made so far. The first team on Friday last averaged 106 pins to a man—Sergeant 109, Shoemaker 106, Schide 111, and Carpenter 101.

The question of the Community Welfare Club is being given attention, and Superintendent Trapnell has appointed the following committee to work with the Welfare Department in its formation: Chairman, C. W. Dixon; S. W. Pickens and M. W. Jones. We expect to be able to tell you all about it next month.

Wheeling Division

Benwood Shop

Correspondent, ANGELA J. APPLEGATE

Car miles, car miles,
We should smile,
We've had our cars moving,
For quite awhile.

F. M. Garber, the widely-known and well-liked car foreman, who has been at Benwood for a number of years, cast a gloom over the whole Benwood Terminal, especially the office and car yard, when he was promoted to Gassaway. Mr. Garber's kind deeds and pleasant smile won him the hearts of all the employes, who presented him with a chest of silver, wishing him good luck and God-speed in his new undertaking. H. D. Campbell has been appointed car foreman. We all join in wishing him success.

Our deepest sympathy is extended the family of Acting Yardmaster Daniel Nitengale, who was killed while performing his duties on the night of November 17 at Benwood Yards.

John Stamm, Coal Billing Agent's office, Holloway, has accepted a position in the Storekeeper's office, Benwood.

Chief Dispatcher and Mrs. W. L. Cockrell have gone to Cuba for an indefinite time.

Mr. and Mrs. "Doc" Brown have returned from Pana, Ill., Mr. Brown's home town, where they spent Thanksgiving. "Doc" is some sportsman and enjoyed quite a few hunting trips while away. Baltimore and Ohio car 43976 brought the results of his efforts back to Benwood, and his many friends benefited thereby.



Storeroom at Gassaway, W. Va., a credit to Storekeeper P. H. Remalay

The work of installing the lights at the Wheeling Coach Yards is under way and adds quite an improvement to the yards.

W. E. Mouse, boiler foreman, Benwood, received some very ugly burns about his face and head recently while lighting off engine 880. We are glad to report at this writing that he is getting along nicely and will soon be able to resume his duties.

J. Gatewood is on the sick list and George Stein has been filling his position.

Coley Ney, chief clerk to Mr. Bowden, and C. E. Shepard have returned from a trip to Canada, where they spent their vacations.

Of all the girls that ever did live,
Sarah Strong and Thelma Smith are the best,
And anyone else but these two girls,
Would seem to Harold and "Vic" a pest.
Yet, what these girls say is the law of the land,
The boys know them well; and jump at each command.

J. L. Cusack has accepted a position as clerk to Road Foreman Walsh, vice J. A. Mitchell, promoted to the Division Accountant's office.

Ralph Gandy, our material man,
Spends all the time on line that he can.
Fairmont is where he longs to stay,
There he can spend both night and day.
And the only reason we can tell
Is that he may be with his little Nell.
When he is sad and things look blue,
The only thing we can tell him to do,
Is to board a train, bound for that town,
So he can spend his hours loafing around.

Western Lines

General Offices, Cincinnati

Correspondent, W. H. SPILLE, *Pass Clerk*

District Master Car Builder C. M. Hitch and Supervisor of Safety Appliances J. W. Curran were tendered an agreeable surprise on December 10 at the Grand Hotel, Cincinnati. Mr. Hitch has recently been transferred from the Northwest to the Southwest District to succeed Mr. Curran, who was appointed supervisor of safety appliances on the Western Lines.

After a series of appropriate speeches, the Southwest District car forces presented Mr. Curran with a bag of gold coins, while the Northwest District car forces presented Mr. Hitch with a Ford sedan, together with a leather portfolio from the District Master Mechanic's office, Cleveland, and a Masonic watch fob from the Car Department employes at Painesville. The two latter departments had not been given the opportunity of participating in the presentation of the automobile, and wished to show their appreciation for Mr. Hitch's services on the Northwest District. The selection of the machine as a present to Mr. Hitch was the desire of the employes that Mr. Hitch and his family be able to view the picturesque scenery of the Blue Grass State.

Mr. Curran's gift came as a reward for his faithful services as master car builder. Mr. Moorehouse, in making the presentation speech, spoke of the splendid endurance of Mr. Curran and of the appreciation of the Baltimore and Ohio of Mr. Curran's faithfulness. Mr. Curran was always known to be first at the office in the morning and the last to leave at night. He is one of our popular officers on the Western Lines. In concluding his address, Mr. Moorehouse mentioned that one of Mr. Curran's friends suggested that he have the gold coins changed into pennies in order that he might spend his Sundays counting them instead of worrying over Railroad matters.

All of the employes and officers in the General offices extend their congratulations to these two men for their splendid services and wish them all success for the future.

The accompanying picture is of four accountants who have been working recently in the Cincinnati General offices on special work. They are R. Jefferies, Charles Conners, Frank Conn and C. E. Catt. Their work being completed in Cincinnati on January 1, they returned to their former positions on the division. Mr. Catt was promoted to division accountant on the Ohio River Division at Parkersburg. We regret to see these men leave Cincinnati as they have gained many friends among the employes of the General offices. Our best wishes accompany them to their former positions.

It is with much regret that we announce the death of W. F. Seely, draftsman, Superintendent of Motive Power's office, at his home in Cincinnati on November 29. Mr. Seely was an old employe of the Company, having been with the old C. H. & D. R'y and the Baltimore and Ohio for the past 20 years. Our heartfelt sympathy is extended to Mrs. Seely, his only survivor.

Miss Blanche Stevens, stenographer, Transportation Department, left on January 1 for Denver, Colo., for her health, having been furloughed for six months. We wish her a speedy return to health and her work.

"Kid" Callahan and Norsky Larsen are booked for a return engagement in February.

Miss Ethel Byus, assistant pass clerk, has promised us some poetry for the next issue of the MAGAZINE.

Larry Emmitt, accountant, Engineering Department, is wearing a pleasant smile over the arrival of a little Irish sufragette, called Patricia, at his home. We extend our congratulations and many thanks for the cigars.

"Tommie" Carter, messenger, Freight Traffic Department, has been transferred to the Tariff Bureau in the same capacity.

Our sympathy is extended to Miss Hilda Klinkicht in the death of her father.

The correspondent hopes that the members of the Passenger Department will not break their good resolution of the new year to furnish the MAGAZINE with some items of interest each month.

Chief Mail Clerk Whitcomb of the Tariff Bureau has resigned.

Things We Would Like to See

Larry Emmitt pushing a baby buggy.
P. A. Callahan with hair on his head.
Lester Kerner cooking cake.
Yocum finding a file.
George Kopp without his mustache.
F. C. Dickman buying cigarettes.
George Reising with his hair combed.
Ruth Murdock going seven days without talking to a man.
Mary Reuken quiet for five minutes.
"Jimmie" Flannigan in evening clothes.
John Sheeran without his pipe.
Clarence Hornbach in overalls.
Elizabeth Martin getting to work on time.
Charlotte Lauther and May Agen stop quarreling.

If Ruth Beitzer and Amanda Geisser want to get married it is all right with us, but we all hope that they will not worry us any more about it.

On the night of December 9 the stork visited the home of W. A. Radspinner, supervisor operating statistics, and left a baby girl. Congratulations, "Raddy"! Thanks for the smokes.



Back row: R. Jeffries, Frank Conn
Front row: Charles Conners, C. E. Catt

He held her in his arms and sighed,
"My mustache sure bewitches."
She kissed him once and then replied,
"But, Walker, how it itches."

Maybe Walker is paying an election bet, or maybe he wears it to keep girls away. If the latter is true, Secretary Todd ought to wear one too.

Edith Hormann has graduated into the stenographers' class and will cut stencils for the Tariff Bureau. Good luck to you, Edith.

As sure as the cat is a kitty
We're not always wise—'tis a pity,
But please tell me why,
Until he must die,
Our Harry will always be Witte?

If Chester's baby weighed ten pounds when it was born, would you say that it was Troy weight? Ooof! Ooof!

Coach Shofield took his football warriors to Newport to play a game. For a week thereafter he was not able to walk, which goes to show that they knock 'em off their feet in that town.

I am thankful for—
"The Crabbe Act"—Louise Silberhorn.
"No more embargoes"—Walter Sturm.
"Food"—Louise Menke.
"That Mueller is compiling the Tariff Index"—Miss Janie.
"Dances 'n everything"—Olive Tealen.
"Grape juice, women and song"—"Al" Todd.
"My looks"—Edward H. Henken.
"Rates"—F. M. Duncan.
"Five o'clock"—All stenographers.
"Our raises"—EVERYBODY.

Sturm calling the Globe Soap Company: "Hello, is Mr. Globe there?"

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

The Story of Two New Hats, or "Funny Joe" and "Fuzzy Bill"

Joe Beel needed a hat.
Joe Beel looked for a hat.
Joe Beel bought a hat.
Joe Beel has a funny looking hat.
Joe Beel is wearing the funny looking hat.
Bill Maloney saw Joe Beel's funny looking hat.
Bill Maloney also needed a new hat.

Bill Maloney looked for a hat.
Bill Maloney bought a hat.
Bill Maloney has a fuzzy looking hat.
Bill Maloney is wearing a fuzzy looking hat.

One of the amusing things that happen daily in the Superintendent's office is watching Miss Helene Herron scratch her head with a pencil. This is accounted for by the responsibility connected with the position which she holds and the many Mexican visitors who call on her daily.

Retires from Active Service

Jacob Sands, an employe of the 5th and Baymiller Station, was retired from active service on pension, Saturday noon, December 11.

"Jake" entered the service of the old C. H. & D. R. R., in 1884 as a laborer at the rate of $1.15 per day. He was promoted January 18, 1887, to file clerk in the Freight office, occupying the position until March, 1890, when he was promoted to trace clerk, and serving in various capacities in the clerical forces of the C. H. & D. until December 24, 1909, when he was promoted to the Erie Railroad Department as trace clerk. He remained in this position until the date of his retirement, serving during this entire period faithfully and conscientiously.

The employes of the Freight office at the 5th and Baymiller Station presented to "Jake" a bouquet of flowers, as an expression of their good feelings and best wishes. C. E. Fish, terminal agent; L. A. Cordie, agent; G. R. Littell, assistant agent, and J. M. Hughes, president of the Veteran Employes' Association, Cincinnati Terminals, spoke of the loyalty and faithfulness of "Jake" during his active employment with the Company. "Jake" responded to the remarks feelingly and with much gratification.

Light refreshments were served by the girls of the Welfare Association.

The secret that we are going to expose we want confined only to the employes of the Cincinnati Terminals. The model exhibited in the window of a Vine Street gent's clothing store is not human, it is only a wax figure. The reason we know this is also a secret. While this figure was on exhibition, two young ladies from the Superintendent's office, the Misses Weber and Schulte, made daily visits to the establishment on Vine Street and feasted their eyes on the handsome man in the window. One evening they stood for 30 minutes. Then the curtain dropped and a sign explained that at the expiration of 30 minutes another exhibition would take place. Patiently for one half hour the young ladies waited before the window, only to find to their dismay that the man in the window was merely a wax figure without a heart.

Our painter, Charles Burke and Car Repairer Apprentice Charles Fisher are on the job again after spending a week on a hunting trip. The rabbits they shot were beautiful, BOTH OF THEM.

The item in last month's MAGAZINE reports Frank Smith as being the proud father of twins. This was a typographical error; the report should have stated that he is the proud father of an 8-pound daughter.

There is a rumor bothering our terminals that our car foreman, H. W. Myer, Stock Yards, is in love, and is about to join the ranks of benedicts. "Heinie," do you or do you not?

Our painter, M. V. Guard, is still looking for some sweet young miss to be his better half. Mill Street, take notice. Applicants must be good cooks and of Irish descent.



The late G. H. Pyne and Mrs. Pyne

"Tim" Mullee, rate clerk, Smith Street office, has been all smiles for the past few months—"a fine baby girl," Florence Loretta. Congratulations!

John Patterson, Smith Street office, surprised his many friends on November 1 by announcing the arrival of a fine bouncing boy. Congratulations, John!

The Veteran Employes' Association held its regular monthly meeting in the parlors of the Grand Hotel on Friday, November 5. J. M. Hughes, president, and all officers were present except G. R. Littell, who had been called away on urgent business. After the regular business had been transacted, a pleasing program was presented, which was greatly enjoyed. Miss Bessie Hall, a very prominent vocalist of Cincinnati, favored the audience with several fine selections; Miss Evelyn Ruggles, also a vocalist, rendered several solos that were greatly appreciated; Miss Marie McMorrow entertained with several readings that would have done justice to many a professional. After a cornet solo by B. S. Jelleff, the meeting adjourned. All who took part in the program are employed in the office of C. E. Fish, terminal agent. The meeting was a decided success.

George H. Pyne

On the evening of October 12, after the completion of his day's work, George H. Pyne, cashier, Local Freight office, Smith Street, was suddenly stricken with paralysis. After lingering for 24 hours in an unconscious condition, he passed away.

George H. Pyne was the son of Abram and Emma Pyne and was born November 5, 1868, in Cincinnati. His father was considered one of the most proficient rate men in the State of Ohio and held the position of chief rate clerk of the C. H. & D. for over 25 years. George followed in his footsteps, entering the C. H. & D. under his father in the capacity of bill clerk. After serving for several years he decided to try commercial work and accepted a position with the Procter & Gamble Company. In a short time he returned to his first choice, this time with the Ohio and Mississippi Railway. When the Baltimore and Ohio consolidated with the Ohio and Mississippi, he became an employe of our Road. He held the positions of abstract clerk, chief claim clerk, then chief clerk and finally that of cashier, all in a successful manner, was always to be found at his post, faithful in every respect and never known to shirk a duty.

The Company has lost one of its most efficient, upright and honest men, one whose place it will be difficult to fill.

After a brief service at his home in Madisonville, Ohio, Hoffner Lodge, F. A. M., of Northside, of which he had long been a member, conducted the Masonic service at Spring Grove Chapel. Many railroad men were present. A wife and three daughters survive. The following fellow workers served as pallbearers: C. E. Fish, L. A. Cordie, F. H. Berry, W. J. Perin, John Kraft and B. S. Jelleff.

The many friends of Mr. Jennings, car distributor, Superintendent's office, wish to extend their heartfelt sympathy in the death of his mother, on December 2.

Newark Division

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

Harry L. Kent, chief clerk to division accountant, and Ray Redman, time clerk, are again at their post of duty in the Accounting office, after an extended absence because of illness.

W. R. Totten, formerly clerk to coal billing agent, Newark, has accepted the position of distribution clerk in the Accounting office.

The entire accounting force have been transferred back to their old quarters in the Depot building, after a temporary occupancy of the old "Gym" building on First Street. They look and feel at home. This change has necessitated the moving of several of the other division offices, with the result that there is a new aspect to the general office layout. However, we feel that our "Spring" housecleaning has been disposed of several months in advance, and the new arrangement seems to provide a more convenient communication between the different departments.

Herbert ("Heavy") Rine, chief clerk to division engineer, is back on the job after several weeks' illness.

R. M. Beckett, Local Engineering Corps, has been appointed first assistant on the corps at Dayton, Ohio, Toledo Division. His many friends at Newark are congratulating him on his much merited promotion and wishing him the best of success in his new field of labor.

The Baltimore and Ohio Basketball team has, thus far, won two games and lost one to their old-time rivals, the Heisey Glass Co. team. Get your "fur up," boys, and take some of the ego out of this crowd on the next round. We're with you to the finish.

Zanesville Reclamation Plant

A surprise came to the employes at Zanesville during the week of November 16, when changes were made that included a promotion for J. L. McCann, superintendent of the Reclamation Plant. The Recla-



J. L. McCann



If "Eddie" Conners made the time he expected of No. 92 with orders to call up before heading in

mation and Car Departments were consolidated, with Mr. McCann as superintendent of shops. This promotion comes to Mr. McCann after more than 20 years of faithful service with the Company, during which time he has stepped from round to round of the official ladder. He commenced his career with the Baltimore and Ohio while a mere boy at the shops at Locust Point, Md., and has officiated in various positions since. About three years ago he was sent to Zanesville as superintendent of the Reclamation Plant. The new position is a reward for the efficient manner in which he has supervised the forces here.

Your correspondent understands that the change necessitates extensive repairs and also the addition of new machinery to the plant. Perhaps the long-hoped-for wishes of the employes and also the residents of this city have been granted, for the Baltimore and Ohio Shops make one of the leading industries of Zanesville and it will be more so now on account of this consolidation. I feel satisfied that if the men employed at these shops cooperate with their local supervising officials in every possible way and speed up and lessen the cost of production, the officers in charge will make the Zanesville Shops one of the largest shops for heavy repairs on the Baltimore and Ohio System.

A long and faithful service for the Baltimore and Ohio Railroad was ended on Sunday, November 21, when Frank Wesley Kinney, for 30 years assistant storekeeper at Zanesville, was called to meet his Maker. His death came after an illness of six months with a complication of diseases. He was buried on Tuesday, November 23, from St. Paul's Church. The funeral was under the auspices of Guiding Star Lodge, I. O. O. F. Mr. Kinney will be greatly missed by his Railroad friends, who join with me in extending our sincere sympathy to Mrs. Kinney.

Cleveland Division

Correspondents

A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio
AMY A. FORD, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio
E. L. MILLER, *Chief Clerk to Division Freight Agent*, Akron, Ohio.
H. B. SMITH, *Supervising Agent*, Cleveland, Ohio.
W. E. BRUGH, *Clerk to Trainmaster*, Massillon, Ohio.

The Cleveland Division made a very creditable showing in the No-Accident Campaign, and we desire to thank all employes for their cooperation. In looking over the final report, it will be noted that our standing was fourth for the Western Lines and fifth for the entire System. The per cent. increase for 1,000 gross ton miles per accident was 122. It is also interesting to note that the Cleveland Division made the best showing in the Northwest District. The volume of business handled in 1920 compared with 1919 was largely responsible for our good showing. There were only 11 reportable accidents in 1920, as compared with 15 during the same period in 1919. No employes were killed during the campaign. With two exceptions for the entire System, the Cleveland Division had the smallest number of accidents in 1920. The increase for 1,000 gross ton miles per accident on the Western Lines was 78 per cent., while on the Eastern Lines it was 18 per cent., the decrease in the number of accidents on the Western Lines being 108.

We regret to announce the death of Otto L. Miller, age 50, assistant foreman, Columbus Street Freight Station. Mr. Miller was in the service 34 years, the greater part of this time as assistant foreman. He was known as the best route clerk in the city; nearly every one of the railroads knew him as an expert on routing, and often he was called for to locate some inland town. Our sympathy is extended to his widow and daughter.

The agents who failed to attend the Cleveland Division Claim Prevention Committee Meeting at Cleveland on November 30 have much to regret. Many interesting and instructive talks were given by Superintendent Green, Assistant Superintendent Fahy and Assistant General Freight Agent Kimes. The meeting was presided over by Agent Bell as chairman, and Agent Crampton as secretary. An invitation to these meetings is hereby extended to Transportation, Operating and Mechanical Department employes who are interested in the handling of freight.

Report as issued by Assistant Freight Claim Agent Charles for the month of November shows that Cleveland Division stands first on the Western Lines with the fewest number of overs and shorts charges against operation of local freights. The interest being shown by local conductors in claim prevention is commendable and good results will continue just so long as the cooperation between agents and conductors continue.

Foreman O'Hara, of Columbus Street Freight Station, recently received a letter written in Italian, but because of the ink blots on the bottom resembling a skull and cross bones, he did not know whether he was being complimented or threatened. He took Patrolman Dowling into his confidence, both of whom referred the matter to Operator Warenfeltz, who proceeded to make finger print photographs and further investigation, and Lieutenant Barada insisted that no time should be lost and proceeded to apprehend the writer. Former Captain North was busily looking up the law on blackmailing and punishment that would likely result when Captain Rowe appeared upon the scene, called the janitor to translate the suspicious document and much to their surprise read the writer's appeal for employment as a trucker. (Not a moving picture.)



J. I. Malone, supervisor, and A. R. Carner, division engineer

Traveling Car Agent J. L. Depser, Car Service Department, has been transferred to the Pittsburgh District. We wish him success and plenty of winter weather so that he will get the benefit of his new wardrobe purchased for the occasion.

Friends of Terminal Agent Pierce and Trainmaster Powers will excuse their failure to entertain or visit during the past lake season. Lorain did the biggest business of all lake ports, showing a gain of one-half million tons coal dumped over last year and unloaded four hundred thousand tons ore more than last year.

L. T. Kegler has been appointed agent at Elyria, vice C. E. Barry, who has taken a furlough. Relief Agent Elford has been appointed agent at Dover, his position being filled by former agent at East Akron, C. O. Hogue.

Division Accountant S. H. Jewett has organized a class for the purpose of studying the work of his department. It meets twice a month. Very good results have been obtained by those attending.

Supervising Agent H. B. Smith, who is noted for his constant and enthusiastic interest in the welfare and comfort of our patrons, had an opportunity last week to exercise his laudable ability in this regard. While awaiting his train in the station at Akron, a sweet-faced bustling old lady rushed up to him and requested him to care for the children of an unfortunate woman who had lost her tickets, and who had to appeal to a charitable institution for help. Five minutes later found "H. B." busy amusing three chocolate colored infants.

Akron Terminals

On November 5, the Akron Terminal Efficiency Committee held a banquet at Young's Hotel, near Akron. This committee was organized about four months ago and has held weekly meetings since that date to discuss the car situation in the local terminals and to work out arrangements that will result in greater efficiency in the Akron District in our being able to be of greater service to our patrons.

The members enjoyed a splendid fish and chicken dinner. Short speeches were then made, District Freight Agent Groninger acting as toastmaster. The committee had as its guests that evening, J. C. Kimes, assistant general freight agent; H. C. Batchelder, trainmaster, and C. F. Farmer, division freight agent, all of Cleveland.

The employes of the Akron Terminals extend their hearty congratulations to A. E. Thompson, chief rate clerk, South Akron, who was recently married to Miss G. E. Cross.

Speaking of marriages reminds us that Cupid has been very active in the Akron Junction Yard office, beginning with E. J. McCall, District Freight Agent's office, who was married some time ago to Miss Pearl Sours, secretary to Terminal Trainmaster Smith.

The engagement of J. G. K. Slocomb, crew dispatcher, Akron, and Miss Winifred May Trent, Toronto, Ontario, has just been announced.

Miss Ruth Myers, statement clerk, Akron Junction, has announced her engagement to Mr. O. C. Colby, representative of the LaSalle Extension University. The best wishes of the Akron Terminal employes go with these young people.

We are pleased to report that C. O. Hogue, assistant agent, East Akron, has been promoted to relief agent on the Cleveland Division. Mr. Hogue endeared himself to all employes of the local terminals during his tenure of office at East Akron and we part with him with a great deal of regret. Our loss, however, is somebody else's gain and we wish him Godspeed and success in his new work. We are glad to see our old friend and poet, J. B. Drake, promoted to the position made vacant by Mr. Hogue. We prophesy added activities for the young ladies of East Akron now that Mr. Drake is among them.

C. A. Stults, traveling freight claim adjuster, has been spending week-ends recently in the Blue Ridge Mountains of Virginia. Dame Rumor has it that Mr. Stults has met a young lady on the trail of the Lonesome Pine and that he is very anxious to make the trail less lonesome for her. Oh, June! June!

The employes of the Baltimore and Ohio at Akron have organized "The Baltimore and Ohio Welfare League of Akron."

The purpose of this association is to bring about more friendly relations between the employes at Akron and their families. The first party held by this association was at Marvin Parish House, Akron, Monday, December 13, at 7.30 p. m. An attractive program was arranged, followed by dancing. Practically every employe in the Akron Terminals has become a member of this association. Everybody connected with the Baltimore and Ohio in Akron is enthusiastic over the organization and all have put their shoulders to the wheel to make it a success.

A basketball team has been organized to be known as the Baltimore and Ohio Basketball Team of Akron, and has entered the City Industrial League. The manager of the team, R. W. Ballard, yardmaster, Akron Junction, would like to challenge any basketball team on the Baltimore and Ohio Railroad.

Massillon

W. L. ("King") Phillips, has re-entered the service, this time as a switch tender at M. & C. Junction. This is a pretty good Railroad to work for, isn't it, "King"?



"Buck" Kinnear, brakeman

If all points on the Cleveland Division had done as well as the part between Massillon and Holloway in the No-Accident Campaign, the Cleveland Division would have been on top. There were no accidents whatever in this district.

Mrs. J. W. Griffin, wife of Conductor "Pop" Griffin, had an operation performed on her eyes some time ago to remove cataracts. We hope for her immediate recovery.

The air car visited Massillon last month. Some of our trainmen don't need to learn much about a certain temperature of air, but this car taught them a few things about another kind.

E. Richards, demurrage clerk, Massillon Freight House, received a sample of kidney pills from Sears, Roebuck & Co. Was the remedy a success, "Ed"?

Brakeman W. H. McInnes has been thinking seriously about taking on a partner. Better watch out, girls—he is a dangerous man.

Brakeman Dale H. Williams took a turn for better or for worse last month when he and Miss Alberta Keller, daughter of Car Inspector Price Keller, were married.

The Cleveland Division Safety Meeting was held at the City Hall Auditorium, Massillon, Ohio, on December 20. Members of the Safety Committee and many of the other employes were present. After the meeting, luncheon was served at the Conrad Hotel.

In the accompanying photograph we see L. W. ("Buck") Kinnear, passenger brakeman on Trains Nos. 58 and 59. He is very popular with the ladies, and has been faithful to the Company. All around, he is a very valuable man.

Chicago Division

Correspondents

F. N. Schultz, *Division Operator*, Garrett, Ind.
Esther J. Spreenberg, *Clerk*, South Chicago
Margaret Galloway, *Assistant Shop Clerk*, Garrett, Ind.
R. R. Jenkins, *Secretary, Y. M. C. A.*, Willard, Ohio
P. H. Carroll, *Signal Supervisor*, Garrett, Ind.
W. C. Addy, Willard, Ohio
Florence E. Smith, *Freight Office*, Chicago

Divisional Safety Committee

Permanent Members

S. U. Hooper.....Chairman, Superintendent
T. J. Rogers.....Vice-Chairman, Trainmaster, Garrett
Gertrude Manion....Secretary, Secretary to Superintendent, Garrett
J. E. Fisher.....Trainmaster, Garrett
F. D. Batchellor.....Division Engineer, Garrett
M. D. Carothers..Assistant Division Engineer, Chicago
W. F. Moran.....Master Mechanic, Garrett
D. Hartle.....Road Foreman of Engines, Garrett
W. E. Frazier.....Road Foreman of Engines, Garrett
F. N. Shultz.....Division Engineer, Garrett
Dr. W. A. Funk.....Medical Examiner, Garrett
A. R. Osborne.....Captain of Police, Chicago
C. T. Morehead.....Captain of Police, Willard
G. W. Hesslau.....Division Claim Agent, Garrett
J. L. Lewelynn.....Master Carpenter, Garrett
P. H. Carroll.....Signal Supervisor, Garrett
W. H. Dean.....Division Storekeeper, Garrett
R. R. Jenkins.....Secretary Y. M. C. A., Willard
Robert O'Ferrall.....Foreman Electrical Department, Garrett
W. J. Mulvihill.....Supervising Agent, Garrett
C. L. Woodcox.....General Yardmaster, Garrett

Rotating Members

A. C. Culp.....Agent, Bremen
W. A. Reinoehl.....Operator, Kimmell
J. S. Moore....Maintenance of Way Carpenter, Garrett
H. Miller.....Track Supervisor, Garrett
G. Mendenhall.....Signal Maintainer, Garrett
W. A. Howe.....Passenger Engineer, Garrett
S. D. Harvey.....Freight Engineer, Garrett
F. A. Brady.....Passenger Conductor, Walkerton
J. S. Smeed.....Freight Conductor, Garrett
J. S. Poechle.....Passenger Fireman, Garrett
C. D. Maxwell.....Freight Fireman, Garrett
L. W. De Long.....Passenger Brakeman, Willard
W. L. Nusbaum.....Freight Brakeman, Garrett
M. J. Gallagher.....Yard Engineer, Willard
Charles Tuck.....Machinist, Garrett
Harry Burke.....Machinist, South Chicago
William Myers.....Boilermaker, Willard



Dorothy Arline Addy
Looking for her daddy, the Magazine correspondent at Willard, Ohio

Garrett, Indiana

Miss Vera Coffing resumed her duties in Master Mechanic's office on December 6, after a ten days' vacation, spent with friends at Pittsburgh and Kane, Pa.

Mrs. H. Rees and sons, Harry, Jr. and Alvin, arrived in New York on Wednesday, November 24, after a five months' visit with relatives at Southhampton. They also spent a few days with friends at New Castle Junction before coming to Garrett to make their future home.

We extend our sympathy to Engineer and Mrs. H. S. Wright, in the loss of their son, John, who passed away at his home in this city on November 8. He was a well known member of the younger set, having been a resident of this place practically all his life, and until very recently was employed in C. T. Department as clerk at Freight House.

A son was born to Machinist and Mrs. F. L. Deiderich, on November 24.

We are wondering if our genial little tool foreman, Louie Ziegenheim, is intending to store ice this Winter; we note that he already has the ice wagon.

Car Foreman Gibson has resumed his duties, after a three weeks' absence because of illness.

Chief Clerk J. J. Kennedy, Lincoln Street Terminal, is noticed on the streets of this place rather often. Who is she, "Joe"?

Miss Margaret Hammers, stenographer, Master Mechanic's office, has been transferred to the Accounting Department.

Miss Orpha Teders has accepted the position of temporary stenographer in Master Mechanic's office, vice Miss Hammers.

H. E. Wert accepted a position on the staff of Division Accountant Summers on November 15. Mr. Wert is well known to all at this point having been assistant cashier at Garrett State Bank for several years. We trust that Harry will enjoy railroad work and decide to remain one of the family.

We regret the transfer of District Master Car Builder Hitch from this territory; however, we welcome his successor, W. A. Bender, and extend our good wishes for their future success.

Road Foreman of Engines W. E. Frazier is driving a new Ford sedan. We understand that he intends to go into taxi service in the Spring.

Wanted: A blushing blonde, not over 23 years of age. Must be of a home loving disposition and a good cook. All interested or qualified apply to D. Demske, car clerk,

Garrett, Ind. Will furnish photo and references upon request.

Electrical Supervisor Robertson, Cleveland, spent several days of last week on the Chicago Division.

GARRETT, IND.

Dere Editer:

Wel yu know that D. S. Patcher guy, wel he aint got no mure knolege than I got, so i guss I cen rite yu a leter an tel yu al abut them shop foremen at Garrett an al they are wishin fur, fur the Neu year. "Harry" Rees "Genl. Foreman" hes wishin thet hes wife dunt gu back tu Scotland cuse he has tu cook hes own meels, an he is a roten cook. "Freddie" Moses hes wishin thet the cust of wigs wil cume duwn, cuse he wunts to buy une. "Gee" but he neads it to. "Bob" O'Ferrall is wishin that so many wimmen wouldn't wate till evenin to go buy ther new hats, he says al the tyme that it takes tu wate on custumers cuts his viset with Mary short. "John" Schunk is wishin that "Georgie Teal" wuld gu to the muvies mure often cuse hes wering off the plush of the parler sute. "Dol" Galloway wishin thet thes shop guys wuld stay wey frum hes huse, cuse he has to pey the lictric bils. "Louie" Zeigenheim hes wishin thet the wether wuld stey gud cuse he wants tu run hes taxi buggy al winter. "Orin" Longbrake wishin thet wool wuld get plenty cuse hes su fat thet he cant get a sute of cluthes to fit him. "Ott" Rankin is always wishin thet sume une wuld giv hem a dog so he can gu hunten. Hes gut a gun now, su if yu knew sume une thet hes a pug dog ples heve them sen it to "Ottie." "Ollie" Grant is wishin thet nine guys whu cen pley ball wuld cume to Garrett en get a jub in the shops. "Ollie" hed a tem thes year Thet wes born when "Garfield" wes presedent en I dunt knew when thet wes. "Daddy" Grooves went tu a fot bal game an wun two bits un it, so now hes wishin thet they culd pley fut bal al year. "Jimmie" McSweeney es wishin that sume une wuld giv him a pair roler skats so he culd gu skating al nites. "Frank" Fouch es wishin thet sume day he culd wake up an find thet he hed turned out 15 engenes in une munth. En thet "Lew" Eberle hes wishin al the time thet he hed a lot mure men su he culd turn out mure boilurs. En thet "Joe" Gorden and "Herman" Vandervosch sey thet they aint gut no time fur wishin cuse they is to busy, stil une dey I herd "Hermen" sey hed wish thet hes kid wuld sune walk cuse he was tered of pushin a baby bugy. "Jim" Lantz is wishin thet thes furmen guys wuld stop cumin in the ofice cuse they ere always askin fulish things, en taken up hes tim. "Jim" aint gut much tim cuse hes busy durin the day en gues to "Wawasee" lake at nite. "Hopeedo" Leisinger is wishin thet hes gurl wuld take hem back agin. She tied tinwear un hem en now they buth ar wishin fur a piece maker. "Orrie" Bennett es wishin thet the prise uf shues wuld cume duwn cuse it takes too cows tu make hem a pare shues. "Del" Gibson is wishin thet sume une wuld buy him a sack of scrap tobuco each dey, cuse hes savin hes money tu buy a wig to. En them gurls in the ofice, they are always wishin fur luts uf thins thet they wil never get, stil i guss they lik tu wish. "Margaret" shes wishin thet she hed the old auto back agin. Nordyca is wishin she hed a nice tal black hared man with baby blew eys, and "Theresa" wunts a beau fur "Saturday" nite cuse she hes a beau fur al the rest uf the nites. "Orphia" is wishin thet "Al" didnet heve to wurk the secund trick, and "Vera" is wishin thet her hupe chest bux was filed. En Mr. Moran our "Master Mechanic" seys they al beter durn site stop wishin and get them 15 engines out thet "Frank" Fouch is wishin fur. Now I am wishing thet all heve a Happy New Year.

Yours truly,

R. HOUSE.



Frank Quinn and R .O'Brien

Master Charles Baker, the genial day enginehouse clerk, spent the afternoon of December 9 in Fort Wayne, Ind. He made the trip alone and spent almost $2.00. This was Charles' first trip away from home and he says that he enjoyed himself very much and never got the least bit homesick. He says that he went to two different shows and also the Palace OPERA HOUSE, where he heard the great PAVOLA dance and saw her sing.

Willard, Ohio

Chief Crew Dispatcher King has returned to his duties after being absent for a few months.

Engineers Grover, Ensly and Detrick returned from their deer hunt with plausible stories, of course. One apiece, they say.

For several years we have experienced considerable trouble in getting cars to run off the Westbound Hump. It has now been raised three and one-half feet, but without much advantage. The surveyors say, however, that they will make the cars run before they leave; and it looks as if their words are coming true.

The accompanying photograph is of Dorothy Arline Addy, daughter of W. C. Addy, MAGAZINE correspondent, Willard.

F. R. Rice, brakeman, New Castle Division, has brought his family from Baltimore to Akron, Ohio, where he has obtained rooms.

South Chicago

A Happy and Prosperous New Year to all.

We have had a little "tip" but "Cass" won't tell us much about it as yet. Possibly our next issue will contain some "startling" news. 'Fess up, "Cass."

We are sorry to announce that Miss Ethel Poole, our freight bill clerk, is still confined in the South Shore Hospital, having met with an accident some 10 weeks back. Ethel has our sincere sympathy and our best wishes for a speedy recovery.

The accompanying snap shot is that of Third Trick Westbound Clerk Frank Quinn, left, and Chief Yard Clerk Raymond O'Brien, right, "two of a kind." What's the matter with the smile, boys?

Chicago Terminal

Correspondent, THOMAS H. WILLIAMS

The accompanying picture of Ex-Yardmaster C. M. Bean, who is now a ranch owner at Fullerton, Cal., and has been since March, 1920, shows Mr. Bean holding some



"Take your choice"—Yardmaster C. M. Bean

of the fruits of his hard labor, and also indicates which one he prefers. Mr. Bean was in the service for 35 years. He was an industrious and conscientious worker and gave the best that was in him to the Company. Mr. Bean (better known as "Charlie") was held in high esteem among his fellow employes, who wish him all the success in the world in his new adventure.

Yardmaster F. B. Carr paid Mr. Bean a visit last summer and informs us that "Charlie" has a new car and can beat John Latshaw making time, but we think that "Charlie" will have to travel as he ever traveled before.

A proof of efficiency lies in the following story of the repairs made to engine 2447 at Lincoln Street Shops by our forces:

Engine 2447 is of Class K-17 type, is known as the pride of the terminal and will do anything except stall or talk back if properly treated. This engine handles passenger trains between the Coach Yard and Grand Central Station, switches all kinds of cars and sets cars at our Freight House, which is unusual for an engine of this type on the sharp curves.

A drive was made with our small force at Lincoln Street Shop and facilities, to get engine returned to service at the earliest date possible. Here was the work accomplished: tires were turned, new crown bearings applied and end play, general repairs to spring rigging and driver brake, part new shoes and wedges, guides planed, piston trued, new packing, lost motion, valve gears, new rod bushings and brasses, repairs to superheater units and necessary repairs to firebox and boiler. Work was started on Monday the 22nd at 8 a. m. We only have one shift of men on class repair work. The engine was fired the Thursday afternoon following, and was used on her regular run on Friday morning, November 26. Considering the amount of repairs made with the small force and the shop facilities at Lincoln Street, much credit is due to the men for the efficient manner in which this work was turned out.

A great many fine changes have been made since the appointment of General Superintendent Hoffman, one in particular which has been called to my attention is the comfortable quarters provided for the telephone operators for use during rest periods. These comforts are much appreciated, as the work of a telephone operator is one that very few of us could do and still smile. The four operators handle on an average of 3,500 calls per day of eight hours.

W. P. Finnegan has been transferred from the Local office to the Traffic Department.

The Coca Cola Company has purchased a parcel of property along the right of way of our Company, on which they contemplate building a four story concrete and steel manufacturing plant, which will cost approximately $1,000,000. It will be the largest plant they operate and will be served by this Company.

Employes at Barr Yard

Let's start with Mr. Barlow,
He is always full of "pep,"
And the more he has to think about
The more he's bound to get.
No matter what your trouble is
Just get him on the line,
He'll help you out of any jam
And make you feel just fine.

Now, Mr. Neff has just come back
From his vacation trip.
To mention this, we must not lack,
But give you as a tip—
No matter what your age may be,
In order to look cute,
Just wear a cap quite carelessly
And smoke a cigarute.

We also have a Mr. Wann,
And a chief clerk named Labahn.
And have you met our Miss H. Rauch?
You should see her eyes roll about.
There's Mr. Ernst and Mr. Flassig,
Who make up their reports quite "classic."
And Mr. Esche, our handy man,
Who helps us out the best he can.

We must not miss Nick Pearlberg,
He's hustling you can see,
There are buttons on his trousers
Where matches used to be.
He says, "Now get together,
Let's do the best we can,
And keep your eye on Hoffman,
He's sure the 'boogie' man."

And last of all, but far from least
(E'en tho he's always smeared with grease),
Is our little man who's so well known,
And goes by the name of Barney McGlone.
Without him Barr Yard could not run.
And as with work we must have fun,
So in closing, be impressed,
Barr Yard's employes are best.

Wednesday, November 24, was a lucky day for B. T. McGlone, machinist, Barr Yard. On that day friend Stork visited his home and presented him with a baby boy. The department extends congratulations.

The Accounting Department is now in a tie for first place in the Baltimore and Ohio Chicago Terminal Bowling League. We have a fine lot of bowlers and hope they will soon be able to secure a fast hold on first place.

Our Indoor Baseball League played its first game on Tuesday evening, November 30, and was defeated by a score of 7 to 1 by the Soo Line Team. Rumors persist in placing the loss of the game to one of the boys of this department, who suffered an aggravated attack of stage fright. The end of the season, however, will tell a different story.

D. J. McNeil is again on the job after an extended sick leave.

Herbert Rogers has returned to his desk after recovery from a severe attack of pneumonia.

Will some of our Baltimore girls kindly write an article on "How to Change Your Name?" The young ladies of the Accounting Department and Car Accountant's office can't figure it out.

E. A. Mueller, H. Burg, T. H. Williams and M. D. Carothers enjoyed a week-end at Burg's cottage at Lake Catherine. Some one reported that Carothers took out a hunting license to clean the cistern. T. H. Williams used all high grade perfume on his vest. He came back aromatically noticeable.

H. H. Wiley has vacated his summer home at the Sand Dunes for more comfortable quarters for the winter. He expects to return in the Spring to the birds and mermaids.

Darl Brennan has just returned from his vacation which he spent in Indiana with "her." We were disappointed at not receiving cigars. What's the trouble, Darl, does absence make the misses grow suspicious?

WANTED: A tailor who can do a neat job of repairing trousers. Apply to M. D. C., assistant engineer maintenance.

We regret to announce the death of Charles Larson, carpenter in the Freight Car Department. Mr. Larson has been in the employ of our Company for a number of years, during which time he made a host of friends who extend their deepest sympathy to the bereaved family.

Misses Bertie Stewart, Master Mechanic's office, East Chicago, and Nell Pope, distribution clerk, Lincoln Street, spent an enjoyable vacation on the Pacific Coast, visiting all points of interest.

We have been informed that the stork paid a visit recently to the home of J. P. Holdt, foreman of the Stores Department, presenting a fine baby girl.

Fellow readers, can you imagine an office so located that if you glance out of the windows on one side you have a view of a beautiful farming district with everything calm and serene, while looking out the windows on the opposite side, you have a view of the hustling and bustling life of the city with its busy railroad yards? Having imagined all this you now have an accurate picture of Forest Hill Station.

Our comptometer operator is "Long" on lunches. He now carries them in a wash boiler.

And girls, while this is not a matrimonial bureau, I can not help mentioning the fact that we have three very good looking bachelors. Who are they? Why surely, Teehan, Nagle and Sullivan.

The smile that won't come off is now resting on the face of our Hennessey. Yes, it's a boy. Congratulations!

General Freight Office—Chicago

The Power of Truth

I do not ask why clouds should cast
Their shadows o'er my way,
I only know that there is light,
Though faint may be its ray.

The scales of Justice wrestle
With the weights of careless dross,
But when I know that there is right
I can endure my cross.

For where a sunbeam lingers
A shadow always flies,
And Heaven doth re-echo back
When Truth for Mercy cries.

So though a smile may take its flight
Afrighted in the teardrop's way;
I'll not deny the power of Truth,
The Infinite's touch imparts the day.

—FLORENCE A. MCALLEN.

I think this beautiful poem, "The Power of Truth," composed by one of the young ladies in this office, is the embodiment of a splendid truth, and it might be a good New Year's thought for us to remember. It is an incentive to make the best of whatever happens to be our lot—meeting our destiny as cheerfully as possible—and with a smile.

Those who follow this creed will find greater happiness in life and much consolation in time of sorrow.

Santa Claus came around rather early this year. On November 14 he left a dear little daughter, Elvira, at the home of Mr. and Mrs. Henry Kanis. Henry is very proud and I'll say he is some "Daddy."

A rumor has been abroad that T. M. N., our "Pretty Baby," was married recently to a Milwaukee girl, but Beau Brummel won't admit it. However, he seems just as carefree as of old and as flirtatious as ever—so perhaps this is but a rumor.

Ohio Division

Correspondent, E. A. ERICH, *Secretary to Superintendent*

Through the never tiring efforts and hearty cooperation of every official and employe of our division, and especially the members of the Safety Committees, we won the Championship of the No-Accident Campaign for the Western Lines. The beautiful prize pennant is in two shades of blue and white. The SAFETY emblem of the Baltimore and Ohio Railroad is painted in gold, the body of the pennant a deep royal blue color, with a white border all around and the letters "No-Accident Campaign," "Champions Western Lines," in white. It measures 8 x 16 feet. At this writing we are looking forward to the banquet.

O. Perry, steel car helper, is back on the job after being off duty for several weeks with a mashed finger.

Delbert McKinney, car builder, who has been with the Company several years, has resigned and moved to his new home in the country.

Two of the clerks in the Car Foreman's office went duck hunting. At least that is what they said they were going to hunt, but the only evidence they brought back was a duck feather, and that looked more like a "chicken" feather.

We are glad to announce that Engineer J. P. Britton and Conductor Thomas J. Hickey, who were both operated upon at the City Hospital for appendicitis, are improving rapidly.

Born to Assistant Boilermaker Foreman and Mrs. James Hull, a fine boy. Congratulations!

Boilermaker William Lyme is also the proud father of a baby girl. Congratulations!

On November 10, John E. Funkhouser died at his home after a short illness of pneumonia. Mr. Funkhouser has been with the Company for a number of years as fireman and engineer. He made many friends on this division, all of whom extend their heartfelt sympathy to his wife.

We also wish to express our sincere sympathy to Fireman Joseph Baker and family, in the loss of wife and mother, who passed away on November 15.

On Monday, November 15, Miss Grace Ellenberger and Frank C. Lechner were united in marriage. Miss Ellenberger has

been with the Company for some time as agent-operator at Vigo, Ohio, while Mr. Lechner is employed as operator at "DE" office, Chillicothe. We congratulate them and wish the happy pair good luck and happiness.

Miss Ida Mae Parker, clerk in freight office at Chillicothe, and John E. Cahill, brakeman on this division, joined in the great old game of matrimony. Both are well known and their host of friends join in wishing them much happiness and good luck in their new life. After the ceremony Mr. and Mrs. Cahill left for a honeymoon in the east. Just before leaving, Ida remembered her associates in the freight office by dividing her corsage bouquet among them.

Earl F. W. Kemmerer, ticket agent, Chillicothe, came into the office seemingly unusually nervous and wearing a particularly happy smile. The cause was soon learned—a young ticket agent had been ushered in his home—Mr. Stork acting as chief usher. The young man has been given the name of Ralph Howard. Congratulations!

General Labor Foreman, Stores Department, Harold Brown, is also the proud father of a 9¾-pound boy. "Brownie" states that this young man is a "regular prize fighter."

W. R. Wellbrook, of the Division Freight Agent's office, is also the proud "papa" of a bright young man left at his home. "Bill" informs us that this gentleman is also a "prize fighter." With these two combatants we are expecting to be treated to a "real bout" in the near future.

Winter is here. Has everyone coal in his cellar? Speaking of coal; coal bill for the Ohio Division for the month of October 1920, locomotive use only, was $105,043.80, exclusive of transportation. (Gee! that's a lot of money. Couldn't we have lots of fun if we only had it.) This is taking a "big bite" out of our revenue. It means that we must haul ONE THOUSAND THREE HUNDRED AND EIGHTY-TWO 50-ton freight cars loaded with revenue freight from Carbondale to Chillicothe (a distance of 66 miles) to pay for the coal used on our locomotives for that month. Every employe (it matters not where, how or what he does) can and should assist in SAVING COAL.

It was with regret that we heard of the death of former District Safety Agent Thomas Reagan, at Hamden, Ohio, on November 23. Some time ago Mr. Reagan was compelled to take a leave of absence and go west to try to regain his health; however, he was not benefited by his trip and returned to his home at Hamden, where he remained until his death. On his monthly visits to Chillicothe to attend Safety Meetings, he made quite a number of friends who extend their sympathy to his widow.

All employes extend their heartfelt sympathy to Machinist and Mrs. Charles Cook, in the loss of their son, Charles, Jr., who died November 23, after a short illness.

We extend our sympathy to Clark L. Reed, clerk, Freight office, in the death of his father, who was struck and almost instantly killed by an automobile while crossing the street to board a car on December 1.

Miss Dorothy Dunlap is the new stenographer in General Foreman's office, in place of Earl Schwitzer, who has been promoted to Division Accountant's office.

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*

Divisional Safety Committee

Permanent Members

A. A. Iams.....Superintendent, Seymour, Ind.
J. B. Purkhiser.....Trainmaster, Seymour, Ind.
H. S. Smith.....Trainmaster, Seymour, Ind.
C. E. Herth.....Division Engineer, Seymour, Ind.
J. M. Shay.....Master Mechanic, Storrs, O.
S. A. Rogers..Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy.....Division Operator, Seymour, Ind.
Dr. G. R. Gaver.....Medical Examiner, Cincinnati, O.
R. J. Barkley.....Patrolman, Seymour, Ind.
B. H. Prinn.....Signal Supervisor, North Vernon, Ind.
J. E. O'Dom.....Claim Agent, Seymour, Ind.
W. H. Howe.....Master Carpenter, Seymour, Ind.
S. M. Laupus..Representative Female Employes, Seymour, Ind
D. Cassin.....Supervisor, North Vernon, Ind.
W. M. Downey.....Supervisor, North Vernon, Ind.
T. Rowland.....Supervisor, Seymour, Ind.
P. T. Horan.....General Foreman, Seymour, Ind.
E. G. Masher.....Secretary, Seymour, Ind.

Rotating Members

C. C. Cole.....Yardman, Mitchell; Ind.
R. P. Stanton.....Agent, Seymour, Ind.
George Kohlmeier...Signal Maintainer, Mitchell, Ind.
Dan Scheffe.....Mason Foreman, North Vernon, Ind.
Walter Lemen.....Passenger Engineer, Louisville, Ky.
C. B. Lewis.....Freight Engineer, Louisville, Ky.
T. J. Hill.....Passenger Fireman, Seymour, Ind.
E. Simpers.....Freight Fireman, Seymour, Ind.
D. B. Riley.....Passenger Conductor, Cincinnati, O.
C. Jeffers.....Freight Conductor, Seymour, Ind.
W. C. Hamil.....Train Baggageman, Cincinnati, O.
George Thompson....Freight Brakeman, Seymour, Ind.
J. O. Riddle.....Yard Brakeman, North Vernon, Ind.
Frank Ball.....Car Inspector, Mitchell, Ind.
W. P. Clements.....Shopman, Seymour, Ind.
James Weaver.....Car Repairman, Seymour, Ind.

Mrs. Luella Wilcoxson, Louisville Freight Station, is again with us, having been sick for several weeks. Her place was held by Miss Jane Briggs in her absence. Very sorry to see you leave us, Jane, and we all hope your visit to Florida will be a pleasant one.

T. W. Jocelyn, formerly accountant in the Local Freight office, Louisville, has been promoted to cashier, effective November 11. We extend congratulations.

On December 8, T. O. Mattingly, formerly bill clerk at Parkersburg, joined the force at Louisville.

The Welfare League of the Kentucky and Indiana Terminal Railroad Company, on Tuesday, December 7, gave its annual banquet at the Seelbach Hotel. After the elaborate menu was served the entertainment included very interesting talks made by Rev. Dr. C. W. Welch, Rabbi Rauch and general manager and chief engineer, W. S. Campbell, while George E. Allen, secretary of the Louisville Convention and Publicity League, acted as master of ceremonies.

This Company has made extensive improvements in Louisville, enabling them to serve additional industries here. They also handle switching service for every line entering Louisville and their facilities are used as terminals by the Baltimore and Ohio, Monon, and Southern Railways.

A tobacco platform has recently been completed at Louisville. It is built of concrete and steel, fireproof, and greatly relieves the conditions there for the proper handling of this class of business. Twenty cars of tobacco can be loaded from the platform at one time. With this improvement we will be in a much better position to handle the expected increase in this freight.

On the evening of December 8, the Transportation Club of Louisville gave their annual dinner at the Pendennis Club. Those attending from the Baltimore and Ohio were: Messrs. H. R. Lewis, J. D. Marney, C. H. Gomm, G. W. Arnold, L. C. Smith, T. O. Pinaire, Edward Morgan, J. A. Wilconson, J. E. Sands, and J. H. Ziegler. A very attractive menu was served after which several excellent speeches were enjoyed.

We clerks in Superintendent's office envy our chief clerk, H. S. Adams, his trip to St. Petersburg, Fla., during the Christmas holidays. We hope that he will have a very enjoyable time and forget all about railroading for about two weeks.

Necessary changes in division office building to provide room for the division freight agent and force have been completed and the division accountant moved to new location on third floor on November 26. The striking feature of this move was "A Get-Together Party," on November 22, for the office employes and their families, who responded to the following invitation:

"Won't you come with us a while
On Monday night, next week,
And spend a few delightful hours
On our new third floor, so sleek?
'Tis all fixed up for you and me—
Just waiting for some fun.
There'll be dancing, cards, 'n everything,
And eats, too, by the ton (?);
We'll meet at eight, and
Stay quite late.
So come and swell the crowd
And help us make this undertak-
Ing, one to make us proud."

The evening was spent with short talks made by Division Freight Agent Galleher, Division Engineer Herth, Trainmaster Purkhiser, Road Foreman of Engines Rogers, Division Accountant Martin, General Foreman Horan and Cash McOsker, chief clerk to division accountant, Weston, W. Va. Some amused themselves at the card tables, others in dancing, and all participated in the delicious refreshments.

All present had a very enjoyable time; in fact this party created so much enthusiasm that the following invitation was issued by the Division Engineer's office for another party on December 1:

"Free Excursion for Baltimore and Ohio office Employes and Families."

In order to speed up the friendship TIE RENEWALS, you will please arrange to load your family on the Maintenance of Way Work Train for a trip to the Eagles' Club House, at 8.00 p. m., Wednesday, December 1.
With all the NUTS present, and plenty of free BALLAST, we will have all necessary MATERIAL for the TRACK of pleasure, except SPIKES, for which our requisition has not been filled.
We do not want anybody to BOLT this meeting until the last ANGLE BAR has been applied."

This, too, was quite a success and all present were enthusiastic in their praise of the entertainment provided by the Maintenance of Way Department.

Cash McOsker, former chief transportation timekeeper, Division Accountant's office, Seymour, wh. was recently promoted to chief clerk to division accountant, Weston, W. Va., on November 25, returned to Seymour and claimed as his bride a charming young lady, Miss Madeline Reihl. Both parties are popular here and after receiving congratulations and best wishes from a number of their friends, they left on No. 2 for their future residence in Weston, W. Va.

Effective November 18, Roy Padgett has been appointed agent at Hayden, Ind., vice R. P. Stanton, transferred.

C. E. Morton, chief clerk to division engineer; L. F. Isenogle, motive power accountant, and G. T. Huffman, motive power timekeeper, have organized a Dancing Club composed principally of Baltimore and Ohio employes, and the first dance was given at the Eagles' Club House on December 10.



Rossford Docks, south side of coal machine

Illinois Division

General Freight Office, St. Louis

Correspondent, FRANCIS PIGLOSKY

Edward Hart, Jr., general freight agent, pays this tribute to the late Frank Whedon:

It was with deep regret that we recently received a telegram from San Francisco announcing the death in that city of Frank Whedon, former telegraph operator in the General offices of the Ohio and Mississippi Railroad (now part of the Baltimore and Ohio Railroad) and late employe of this office.

In his day, Mr. Whedon had the reputation of being one of the most expert operators in the United States and I have been told he was one of the few men that the Western Union Telegraph Company would often offer to employ from outside to transmit reports of conventions, etc., because his sending could be relied upon.

He was for many years telegraph operator in this office and in that capacity was efficient and trustworthy. I never found him to be away from his key during business hours.

He was universally liked by his fellow employes and endeavored to perform his duties long after he was incapacitated by illness.

He was in the service over 40 years and was retired in 1917.

Excerpt from letter of application:

"Am 21 years of age, married, and have had five years experience in that capacity."

R. J. R.: "Take this to the Merchants' Exchange."

R. D.: "What do you want exchanged?"

We recently enjoyed a visit from Edward Morgan, our old friend and former representative. We hope that he will favor us with many more visits.

The ladies of the office wish to extend their thanks for the many kind invitations which were extended them by our "Bowling Team" to witness their record-breaking scores. We (the girls) are from Missouri.

For the information of a gentleman in the office:

Busy Bee Candy Co., 417 N. 7th Street and 617 N. Broadway.

Herz-Oakes Candy Co., 512 Locust Street.

LaSalle Candy Shop, Inc., LaSalle Building.

Martha Washington Candy Co., 719 Olive Street.

Mother Goose (not yet opened), Central National Bank Building.

Oh "Daddy!" Yes, a girl. Congratulations, Harry.

We have succeeded in organizing a "90 horsepower" bowling team, which as yet has never been thrown into "reverse." Practice games developed that a ban must be placed on excessive talking as it unnerves some of our numerous "stars." There are those too who appear to be rather unfamiliar with the rules as others had to be continually calling fouls. All members of the team have been advised to secure "gym" shoes as it has been proved that these will add 30 or 40 pins per game to each member's score. Partial disrobing is permitted only when there are no ladies present, provided, of course, that the alley management has no objections. Those who have been unfortunate enough to fall into the position of scorekeeper have been closely watched with some very surprising results. We have a hard schedule ahead of us, but no doubt would be able to arrange for games with any Baltimore and Ohio teams within accessible vicinity, particularly those at Flora, Ill., or Washington, Ind.

Toledo Division

Correspondent, I. E. CLAYTON, *Division Operator*

The accompanying photographs were taken north and south of the Rossford Docks, respectively. The north end picture shows the day gang, as follows:

Left to right, front row: Frank Stickley, dock foreman; Christopher Yoneff, empty car rider; Lester Nolton, oiler; a car inspector; "Dick" Inman, telescope operator; "Nick" Nicoloff, car rider; A. R. Zink, chief engineer. Second row: Charles Frobase, operator; Arthur Cravan; Jacob Stickley, coal passer; "Nick" Petcoff, car rider; Frank Huffman, operator; Tony Czjoroski, car blocker; Bert Barror, operator. Third row: Guttlip Bauknecht, fireman; William Hoeft, car rider; Tony Karasinski, car blocker; Claude Pund, car checker; a car inspector; Wiliam McGuire, operator; Joseph Blasius, second engineer.

The south end picture shows the night gang as follows: Front row: Paul Wendland, fireman; a car repairer; Dennie Potter, car blocker; a car rider; Tony Wockoff, car blocker; Gale Shelt, car rider. Back row: Kosta Kapincheff, car rider; Peter Christoff, car rider; William Kiefer, car rider; Mike Laloff, car rider; William Hoeft, car rider; Henry Young, engineer; Bert Warrior, operator; Charles Nowak, car pincher; Clarence Waters, oiler; Walter Snyder, car checker; Charles Frobase, operator; Lester Nolton, operator.

Dayton

Miss Alma Olive has resigned her position as stenographer, Trainmaster's office, to take up Y. M. C. A. work, and the smiling countenance of Miss Ethel Denlinger is now seen in her stead.

James Kelly, popular clerk at the local office, Wellston, has taken unto himself a wife. Miss Ruhama Jenkins, of Jackson, Ohio, is the lucky girl.



Rossford Docks, north of coal station

H. R. Rowe, roundhouse clerk, Wellston, has purchased a new flivver especially designed to run between Coalton and McArthur, where Mr. Rowe seems to find some attraction.

"Sol" Scott, car foreman, Wellston, has the sympathy of the employes in the death of his wife at her home on October 23.

East Dayton, Ohio

Correspondent, EDWARD MANNIX

The No-Accident Campaign, which closed in November, brings us to a realization of what can be accomplished where concerted action is given. While our division did not win the coveted honor, it made a strong bid for it and was a close second. Our shops and roundhouse passed through the campaign with 100 per cent. We congratulate the successful divisions.

"Jim" Rhodes, pipefitter, first shift, recently purchased a whole box of lady's silk hose, and said she had everything else but socks. There was included in this package a beautiful gold ring and all was sent to Covington, Ohio. We don't know the young lady's name, but what's the difference? "Jim" knows, and that's enough. Congratulations, old "rail."

Rumor has it that Russell Cable, fire chief, has a very strong attraction in the Storeroom office. Of course, we're not going to mention names, but Anna Jackson seems to answer the description of the particular lady to a "T." This is only hearsay, but it comes from excellent authority.

Come on, Conley, 'fess up; to whom did you give that engagement ring? Every time I ask Helen O'Neil about it she blushes, and won't tell me what she did with those three silk shirts.

Miss Clara Leingang, our stenographer, Master Mechanic's office, was seen looking at some furniture, carpets, bric-a-brac, etc., and there was somebody with her. It wasn't her mother or father either, but then you know a person can never tell. A cousin, perhaps.

From all indications the Christmas spirit took hold rather well. The married men are still wearing that holiday smile, and the single still commenting on each others' socks, suspenders, ties, etc. Ask Riley or Lowry, they know.

In a few well chosen remarks to the employes of the shops and roundhouse, our general foreman, W. A. Gilmore, conveyed his holiday wishes. This was reciprocated by the men, with thanks and assurances of the good will which they bear toward him.

Joseph A. Schiffgen is an addition to our foreman's department. "Joe" comes to us as one thoroughly experienced in railroading, having occupied positions of trust at Chicago, Ill., Cleveland, Ohio, and Storrs, Cincinnati, Ohio, and he immediately gains the respect and confidence of the men here.



Sleeping quarters of the Mount Clare Fire Brigade

Mount Clare Has an Up-to-Date Fire Brigade

IN one of the accompanying photographs are the members of the Mount Clare Fire Brigade; the other gives us a glimpse of their sleeping quarters.

The men are, left to right:

Front row—H. Robinson and J. Woolen, material men; E. Sudbrink, helper, Smith Shop; C. Kline, tender repairman; P. Rothstein, material man, Storehouse; H. Miller, helper, Iron Foundry; H. Platue, R. Russell, and H. Safran, helpers, Smith Shop.

Back row—J. C. Liefert, foreman, Electrical Department; H. Hommelbacker, blacksmith apprentice; F. Cook and A. Yokel, material men, Storehouse; William Stembler, janitor, office building; J. P. Reinhardt, fire marshal, Insurance Department; S. Balsmo, machinist, Axle Shop.

On Friday afternoon, October 22, W. R. Galloway, foreman in No. 3 Machine Shop, happened to be in the Power Plant for some information, at which time there was an unexpected alarm sounded by our chief electrician, J. D. Winters, who was in company with Fire Marshal Reinhardt, about the Plant. The alarm was sounded at 4.07 p. m. In 30 seconds the whistle was giving the alarm, and in 50 seconds, a stream of water was playing on the imaginary fire, with 125 pounds water pressure from plug at Fire Hose Box No. 15.

Some firemen were in quarters, and others were working in the various shops where they are employed during the day, when the alarm was sounded, which goes to show that our fire fighters of the Mount Clare Brigade are alert and on their job at all times when needed, and ready to protect the Company's property. The efforts of the members of the Brigade are very much noticed, and appreciated.

American Steel and Wire Company Cooperates With Baltimore and Ohio For Safety

THE *Live Wire*, a magazine published by the American Steel and Wire Company, sounded forth the following warning to its employes at Rankin, Pa. We thank the editor, Mr. W. F. Greenawalt, for devoting the space in the *Live Wire* to this vital subject.

TRESPASS NOT!

"That some people do not believe in signs was amply demonstrated on the evening of October 6, 1920, when the Baltimore and Ohio Railroad detectives were able to arrest about 25 trespassers. These were workmen who persisted in crossing the tracks in the face of the warning signs which had been posted in all Plants throughout the District.

"We trust the employes at Rankin are going to give this matter serious thought and consideration, and that they will resolve to use only the bridge over the tracks and the authorized guarded crossings when coming to and from the Plant.

"Watch your step! The Safety First Regulations of the Baltimore and Ohio must be observed, and the man who persists in ignoring them is bound to come in contact with the Law, or some dark foggy morning or evening the careless workman may forfeit his life for such foolhardiness. Watch your step!"



Mount Clare Fire Brigade

Will You Help?

There is only one way that we employes of the Baltimore and Ohio can assure ourselves and the Company a successful year, and that is, if each and everyone of us determines to practice the strictest economy in the use of the Company material we handle.

Baltimore and Ohio American Legion Post Organization

(*Continued from page 33*)

and Ohio Building for its meetings, thereby eliminating rental charges and also in the fact that its new members have the privilege of free transportation on the Baltimore and Ohio, a very great convenience when the Legion has outings or conventions in other cities than Baltimore.

There are also men on the Railroad who occupied positions of great responsibility during the War and who are also representative citizens in these times, and it is the hope and expectation of the Post that a series of interesting meetings will soon be arranged with these men, many of them members of our Post, as speakers:

The Post is also fortunate in having a live wire in the person of the Post Commander, W. W. Baldwin, office of Operating Vice-President, and former Captain G. M. C., U. S. A. He is a live wire, who has brought in many members by personal solicitation. His work needs to be supplemented by that of all other post members, however, and it is hoped that all Baltimore and Ohio men eligible to the Legion and who are not members of other posts, or who would like to transfer from other posts to ours, will write or send immediately for an application card to the Adjutant, Henry C. Weber, office of BALTIMORE AND OHIO MAGAZINE, Mount Royal Station, Baltimore.

The Legion at large has a big duty to perform in these peace times. It must keep ever before the people the ideals of Americanism, for which many of its members fought overseas. It must help in the reconstruction of our own country, now in the throes of many diverse opinions and passions, and evolve from them a sane and constructive program which will mean security under the law, a clean, wholesome environment and the largest measure of individual freedom possible for everyone who owns allegiance to the United States.

"Uncle Ned" Tells About the Minstrel Show Given by the Mount Clare Welfare, Athletic and Pleasure Association

(*Continued from page 33*)

his eyes, singin' to de top ob his voice, "Who'll Take The Place Of Mary?" I couldn't answer, but I doan 'speck he'll have a whole lot ob trouble in findin' somebody. Den de folks all lissen while de Welfare Quartette render some solemcholy songs, one ob 'em tellin' about "A Vacant Chair In Home Sweet Home," anodder, "You're The Same Sweet Adeline," an' den, de real, *real* song ob songs, "Roll Dem Bones." Dere wasn't nobody in de whole congregashun but whose hands wuz itchin' to git a holt on dem two big dice what dey wuz shootin' 'cross dat stage.

"Sweet Mama! Sweet Mama!" hollered Mistah Miller in dat way down low, long-come-short voice o' his'n, an' wid dat de ban' struck up a jazz an' Mistah Miller brung down de house, a-twistin' hisself in a million bow knots. An' right on top o' dat come several selections by de one an' only "Beechnut Trio," then the follerin' songs: "Sometime," by Mistah O'Neill; "The Land Where Sweet Babies Grow," by Mistah Lewis, an' "Let The Rest Of The World Go By," by Mistah Weibkin. All three ob dest gempmans wuz showered wid applauses from de people.

"How do you feel?" axed Mistah Barry.

"Jes' lak a piano, Boss," answered de blackes' man on de stage.

"How is that?"

"Upright an' Grand, Boss, Upright an' Grand."

Mistah Corcoran an Mistah Hagett gib one ob dem real interpretous dances. Fust, dey would dance each one by hisself, den dey cotch hold hands an' dance togedder; den dey'd back away an' mos' break de necks ob de folks what wuz watchin' 'em, den dey'd slide 'cross de flo' an' do a shimmy or two. Ef I could do like what dey did, I'd go 'way from dis country an' git a job minstrellin' to some ob dem barons an' dukes what Mistah Wood told about. Follerin' dis, we had a song from Mistah Ruppert what he called "My Little Bimbo." My soul, but dat man musta loved dat gal! Almos' as much as Mistah Shaffer done loved his "Daddy," what he sung about an' had to sing all ovah ag'in. But de song what made ebery man in de congregashun jump clear out of his chair was in de little verses what Mistah Roper, de fat gempman wid de embroidered shirt bosom, sung about. Ef I wuz tellin' dis to ladies, I wouldn't hab de nerve to say de name ob it, but bein's its jes' 'tween you an' me, de subjeck ob his song wuz "Wild, Wild Wimmen!" Dat man sho' had a job on his hands, yaas, suh!

Now Ise gwine tell you 'bout de big s'prise. Dat lady what come in a little befo' an' done all dat great Spanish an' 'Gyptian ballet dancin', come in ag'in an' dance right from Paris. An' jes as she finish an' ebery-body wuz a-clappin' dey hands an' applausin' an' all de men folks wuz 'bout to fall on dere knees befo' her an' swear day'd leave dere happy homes an' wives an' childern fo' her, I'm blest ef she didn't take off her wig. An' SHE wuz a MAN! De Lawd knows what's comin' next, I don't.

Den come de gran' *finale* as de p'ogram call it. All de rattle-bones, Jews harps, kazoos, an' sich insterments, musical an' non-musical, as de preacher say, commence to play at once. An' ebery man what had a mouf opened it an' commence to sing. An' de curtain went up an' down an' went up ag'in an' come down ag'in. An' folks on de stage bowed an' folks in de congregashun clapped dey hands, an' eberybody done had a mos' glorious time.

When 'twas all obah, dey wuz a scufflin' an' a shufflin, an' in no time de benches in de hall wuz slid down de cellah, an' old folks an' young folks wuz habin' a jubilee on de dancin' flo.'

When I lef' dere 'twuz gittin' close on to midnight, an' when I got home, Mandy wuz settin' up waitin' fo' me to tell her all 'bout it. An' when I had 'splained it all, Mandy say, say she, "Ned," she say, "de very nex' time yo' goes coon huntin,' you'se got to bring home 3 coons; one ob dem is gwine be sent to Mistah President Harding, one to Mistah Tatum, who gib yo' de ticket to de show, an' de othah to Mistah Fenton, 'cause he done work so hard to make dat show a success.

Retirement of John Hair

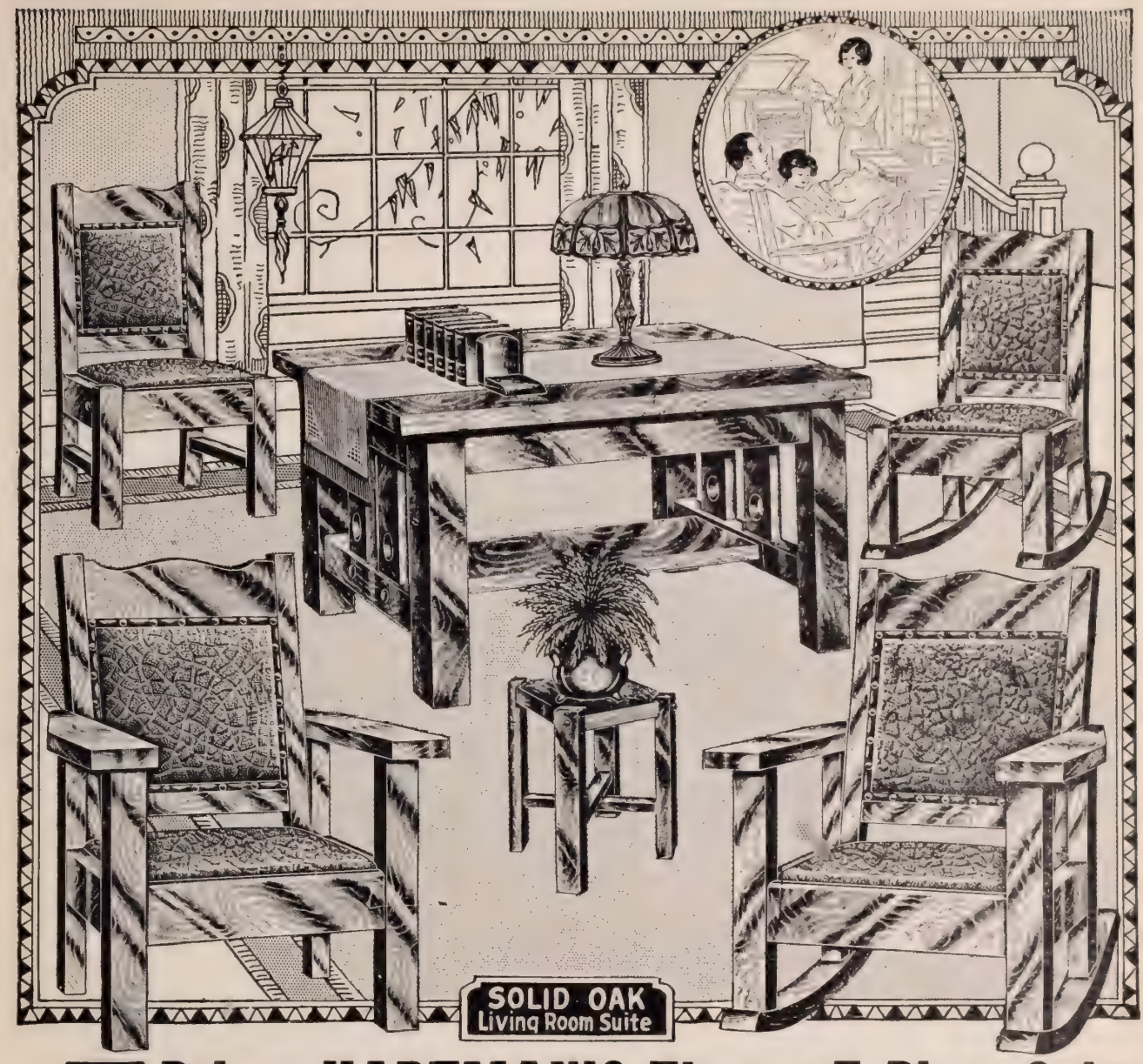
ON DECEMBER 31, 1920, at his own request, John Hair, since February 1, 1877, an employe in the Motive Power Department of the Baltimore and Ohio, was retired on pension.

Mr. Hair started as machinist apprentice at Pana, Ill., and went up through the grades of machinist, machine shop foreman, assistant general foreman, master mechanic, to the position of superintendent of Motive Power in 1903. In 1912, he was made the representative of the Motive Power Department on the General Safety Committee and in 1918 resumed his work with the Motive Power Department as a special engineer.

On account of his early and active interest in Safety, Mr. Hair was recently asked if he thought that this movement had made substantial headway since it was started on the Baltimore and Ohio.

"Decided headway," he replied. "When we first started organizing our Safety committees, the men regarded the movement as being something which was started, not to benefit them but solely to benefit the Railroad. We had a hard time getting satisfactory committeemen and interesting the men in the work. Now there is a marked improvement, employes and officers alike appreciating the great importance of the Safety work, believing that it is a proposition which calls for the finest kind of teamwork and which benefits one and all alike. In my mind the increased interest taken in Safety and the marked results it has obtained during the last few years on the Railroad, are some of the greatest improvements and advances made in railroad operation."

Mr. Hair is well known up and down the line of road, and especially in the Motive Power Department. His splendid training and ability, dignified yet winning personality and many friendships among our employes, have made him welcome wherever he has gone. It is the wish of all who have had the pleasure of knowing him that the future years hold much of enjoyment and profit for him.



$1 Brings HARTMAN'S Elegant 7-Piece Suite

Richly Upholstered Backs and Seats, Beautiful New Design

Here is Hartman's latest offering in Mission furniture. A new design in a 7-piece suite—elegant, massive, made on graceful tapered lines. Both chairs and rockers have **upholstered seats and backs.** Without doubt the greatest bargain in Mission furniture. Sent for only $1 down and on 30 days' free trial. Then, if not satisfied, send it back and we will refund the $1 and pay freight both ways. If you keep it, pay balance, only $3 monthly—over a year to pay.

Take Over a Full Year to Pay

This splendid suite consists of large Arm Rocker, Arm Chair, Sewing Rocker, Side Chair, Library Table, Tabourette and Book Blocks—all **beautifully finished, fumed in a rich shade of brown,** neatly waxed. Very massive and **well braced**—very durable. Rocker and chair seats and backs are richly upholstered in imitation Spanish brown leather, **well padded for comfort.** Rears of backs are **also upholstered with same material as front.** Any way you look at them these chairs and rockers have a finished appearance. Chairs and table move easily because they are set on **"domes of silence."** Rocker and Arm Chair about 36 inches high and have seats 19x19 inches. Backs 22 inches from seat. Sewing Rocker and Side Chair about 34 inches high, seats 16x16 inches, back 21 inches from seat.

Upholstered Seats and Backs



432 Page Book FREE

Extra Large Table Extra large 24x36 in. Library Table stands 30 inches high; legs 2 inches square. Paneled ends and roomy bookshelf. Tabourette top 10x10 inches. Height 16 inches. Book Blocks large and heavy. We can't say enough for this splendid set. Try it 30 days FREE. **Shipped without delay** (fully boxed, "knocked down" to save freight) from Chicago warehouse or factory in Indiana. Shipping weight about 180 lbs.

Order No. 110CMA15. Price $39.95. Pay only $1 down. Balance $3.00 monthly.

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HARTMAN Furniture & Carpet Co.
3913 Wentworth Ave. Dept. 3178 Chicago

Enclosed find $1. Send the 7-Piece Living Room Suite No. 110CMA15 as described. I am to have 30 days' trial. If not satisfied will ship it back and you will refund my $1 and pay freight both ways. If I keep it, I will pay $3.00 per month until the price, $39.95, is paid.

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Address.....

R. F. D.....Box No.....

Town.....State.....

HARTMAN Furniture & Carpet Co.
3913 Wentworth Ave. Dept. 3178 Chicago

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Dont Send a Penny

You will say that we have surely dropped the bottom out of shoe prices when you see these bargains. Even before the war these would have been amazing cut-price offerings—and now they are a positive sensation. No need to look elsewhere. No money to send—only the coupon. If not satisfied after examination, return the shoes and you are not out a cent.

Prices Cut on Work Shoes



Extra Heavy Biggest work shoe bargain of the year. A manufacturer had these shoes made on a special export order. The order was cancelled.

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Order by No. AX1826. Pay $2.98 and postage on arrival. Money back if not satisfied.

Scout Style A big manufacturer had to close out his stock of first grade Scout Style Work Shoes. By paying him the ready cash we got every pair at one of the biggest reductions ever made.



$3.59 ON ARRIVAL

We have marked them accordingly. See if you can match this Scout Style Work Shoe at our price—and to give you the chance we send it on approval. Don't confuse this shoe with ordinary quality. This is **first grade** soft Chocolate Elk Scout Style sport or work shoe—**guaranteed A1 quality.** Made from selected leather. Tough, but easy on the feet. Strong leather soles. Low broad heels. Sizes 6 to 11. Wide widths.

Order by No. AX1807. Pay $3.59 and postage on arrival. Money back if not satisfied.

Prices Cut on Dress Shoes



Blucher Style You might pay twice our price for this shoe and not get one a bit better or finer looking. Made of fine black gun metal veal leather on stylish Blucher last. Soft, durable, long wearing and takes a wonderful polish. Low, broad heels. New style medium round Broadway toe. Sizes 6 to 12. Wide widths. One of the greatest shoes for all-round wear we have ever offered. It is one of the best looking dress shoes you will see anywhere and made for wear also—a shoe that will give best kind of service. **Order by No. AX1510. Pay only $3.98 and postage on arrival. Money back if not satisfied.**

$3.98 ON ARRIVAL

Never before have we been able to offer such a bargain as this in ladies' **Ladies' Hi-Cuts** Hi-Cuts—a stunning soft black kid finished, stylish lace boot. Circular vamp and heel foxing. Imitation stitched tip and medallion. Strong leather soles. New 1⅜ inch walking heel. Very latest last. Sizes 2½ to 8. Wide widths. **Order by No. AX999. A regular $5 value, but you pay only $3.98 and postage on arrival. Money back if not satisfied.**

NOTE—This bargain possible because a manufacturer had to unload a lot of fine leather at a loss to meet pressing obligations—notes coming due—that made the chance. The maker of these shoes got this fine leather at a wonderful bargain and sold us the shoes at a price which enables us to give you a splendid saving. Don't let the opportunity pass. Send coupon.



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Send the Coupon

Send no money—only coupon. When shoes arrive pay only the low bargain price, $2.98 or $3.59 and postage for the Work Shoes, or $3.98 and postage for the Dress Shoe or the Hi-Cuts. Compare with shoes that sell for twice our price elsewhere. If not satisfied, return shoes and we will refund your money. Supply is limited, so order quick.

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LEONARD-MORTON & CO., Dept. 8268 CHICAGO

Send at once the shoes which I have marked X in ☐ below. I will pay price and postage for shoes on arrival, with the understanding that if I do not want to keep them I can send them back and you will refund my money.

☐ Work Shoes No. AX1826 $2.98 and postage

☐ Dress Shoes No. AX1510 $3.98 and postage

☐ Hi-Cuts No. AX999, $3.98 and postage

☐ No. AX1807 $3.59 and postage

Size.....

Name.....

Address.....

Baltimore and Ohio Magazine



February

In 1753, with crude engineering instruments and facing the dangers of being attacked by Indians and wild animals, young George Washington and his crew blazed the trail between Cumberland and Wheeling for the Old National Pike, a great part of which the Baltimore and Ohio now follows

1921

There Are Reasons

If you should ask Engineman John L. Cogley, of Garrett, Indiana, for his reasons for making use of the Savings Feature of The Baltimore and Ohio Relief Department, he would say that there were many of them—a fine wife and some fine children among them—and every one of them a good reason for him to get a home.



THE SUBSTANTIAL AND ATTRACTIVE HOME AND FAMILY (INCLUDING SONS AND DAUGHTER-IN-LAW) OF ENGINEMAN COGLEY, AT GARRETT, INDIANA

In the insert, left to right, top row, are: Miss Gertrude Cogley, Frank Cogley, Mrs. Frank Cogley, Maurice Crow, Esther Crow; second row, William Drayer, Mrs. Drayer, Margaretta Cogley; front row, J. G. Cogley, Beatrice Cogley, Catherine Cogley, Martin Cogley, Adelaide Cogley and Mrs. J. G. Cogley. Mr. Cogley is a passenger engineer on the Chicago Division and has been a member of the Relief Department since 1887. Only 51 years old and Mrs. Cogley only 48, with their splendid family and fine home, they have much to be proud of.

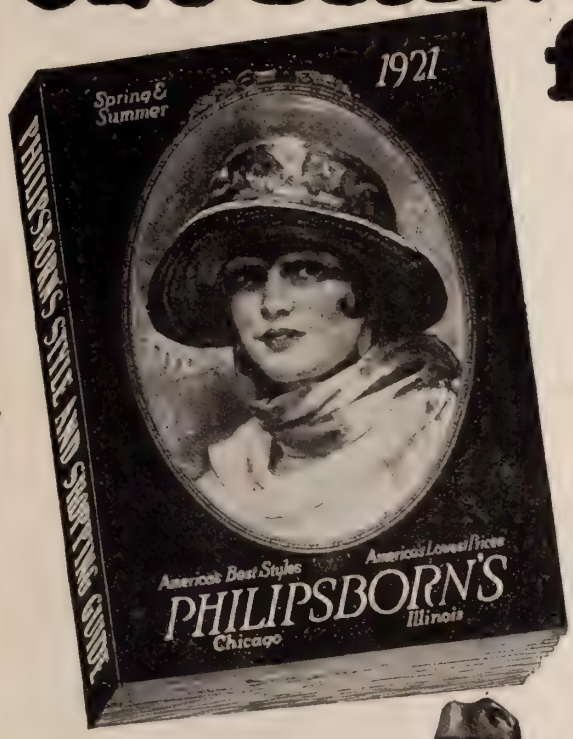
How many reasons have you for securing a home?

Why not clinch the reasons by action, write to the Savings Feature of the Relief Department and ascertain their terms for loaning money on a home?

Thousands of employes besides Mr. Cogley have acted and are now home owners.

Address Division "S," Relief Department
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How An Editor Got Rich

He started poor as a proverbial church mouse 20 years ago. He has now retired with a comfortable fortune of $50,000.

This money was acquired through industry, economy, conscientious effort to give full value, indomitable perseverance, and the death of an uncle who left the editor $49,999.50.—Empeco *News*.

Not That Kind

"I want a pair of shoes for this little girl," said the mother.

"Yes, ma'am," said the shoe clerk; "French kid?"

"Well, I guess not," was the irate answer. "She's my own child, born right here in Racine."—*Case Eagle*.

Honor in Politics

Ex-Representative Longworth, of Ohio, tells of a negro who brought his three sons to town on election day in a border town in Ohio.

"Hello, Rastus," said a man who knew the negro, "what are you doing here?"

"I's jist projeckin' 'roun' to see how's election."

In the afternoon the same man met Rastus again. "Have you voted, Rastus?" he asked.

"Yassir, I's voted, an' my boys, they's voted."

"How did you vote?"

"Well, boss, it was disyer way. I meets a Republican on th' street an' he gibs me 'leven dollars to vote his ticket. An' I meets a Democrat, an' he gibs me seven dollars to vote his ticket. So I voted for th' Democrat."

"But the Republican gave you the most money."

"Yassir, dat's jist th' pint. I voted for dem Democrats because they was least corrupt."—*Three Parties*.

What is Anatomy?

A little negro schoolgirl, down in Florida, in answer to this question, wrote the following:

Anatomy is the human body. It is divided into three parts, the haid, the cheist, and the stummick. The haid holdes the skull and the brains if they is any, the cheist holdes the liver and part of the lites, the stummick holds the entrails and the vowels which are a e i o and u and sometimes w and y.—*Case Eagle*.

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E. D. LIFE, Dept. 2T85, Chicago

Heard it Rattle

The witness for the defense was being cross-examined. In answer to a question put by counsel, instead of speaking, he nodded his head.

Whereupon the court stenographer, who was not looking at the witness, demanded: "Answer that question."

The witness replied: "I did answer it; I nodded my head."

"Yes," was the retort, "I heard it rattle, but could not tell whether it was up and down or from side to side."—*Exchange*.



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BALTIMORE & OHIO MAGAZINE

Volume 8 Baltimore, February, 1921 Number 10

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to promote community of interest and greater efficiency among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request

Advertising

Circulation of the Baltimore and Ohio Magazine is over 55,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. We do not guarantee the advertising, but an examination of our columns will show that it conforms to the highest standards. We believe that anything purchased through our advertising will be exactly as represented

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A Boston Conductor

"Fare!"

The passenger gave no heed.

"Fare, please!"

Still the passenger was oblivious.

"By the ejaculatory term 'Fare!'" said the conductor, "I imply no reference to the state of the weather, the complexion of the admirable blonde you observe in the contiguous seat, nor even to the quality of the service vouchsafed by this philanthropic corporation. I merely allude in a manner perhaps lacking in delicacy, but not in conciseness, to the monetary obligation set up by your presence in this car, and suggest that you liquidate."

At this point the passenger emerged from his trance.—Pittsburgh *Chronicle Telegraph.*

A Host in Himself

A gentleman found himself one day at a small station where he would have to wait several hours for the train. A New York paper tells the story:

"Sort of dull place," the conductor said to him, as he descended. "Still, you'll have company, the ticket agent, the operator, the flagman, the storekeeper, the postmaster, and the agent of the accident insurance company are all inside."

Mr. O'Neill entered the station and looked around. In the dim light he could distinguish only a red-haired man at a telegraph instrument.

"Where are the others?" the visitor asked.

"Others what?" said the man.

"Why, the ticket agent, the flagman, the postmaster and the rest." The man grinned. "Where are they?" Mr. O'Neill repeated.

The red-haired man grinned again.

"I'm um; come in and join us," he answered.—*The Pilot.*

Ruth

Ira Andrews, the newly elected city clerk of Terre Haute, is active in Sunday School work. Last Sunday he advised the children of his class that the morning study would be about Ruth, referring, of course, to the gleaner.

"Now," said Andrews, after introducing the subject, "who can tell me anything about Ruth?"

Up went a little hand in the rear of the class.

"Well, Willie," asked the teacher, "what do you know about Ruth?"

"He made 53 home runs last season," was the answer.—*Indianapolis News.*



You Need These Books

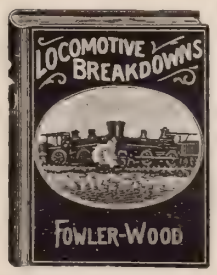
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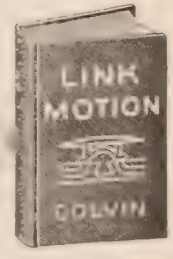
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The Baltimore and Ohio Magazine

Mount Royal Station Baltimore, Maryland

The Cover Design—George Washington as a Surveyor

Painted by Herbert David Stitt

THE traveler who delights in historical recollections and who would fill his soul with the spirit which held him spellbound when he first heard the tales of old Hendrik Hudson and his famous nine-pin crew, who,

"Up in the Catskills all night long,
Frolicked and revelled with wine and with song,"

will have his wishes fulfilled when a trip on the picturesque Baltimore and Ohio takes him along the trail of the Old National Road through the mountainous country surveyed by George Washington in 1753.

The Old National Road, sometimes called the Cumberland Pike, extending from Baltimore to St. Louis, and first among the several highways connecting the East with the unexplored West, had its origin as a national highway at Cumberland, Md., and extended to Wheeling, W. Va. (then Virginia).

For years this road was a vital factor in politics, industry and in the social life of the people. Think how advantageous it must have been to live near this great highway in the days antedating our numerous post offices and telephone lines; when landlords set their servants to watch for the passerby and to invite him to partake of the hospitality of the home in exchange for any bit of news he might bring.

Daring, too, were the pioneers who ventured forth and blazed the first trails. Over primitive paths, fording rivers, and exposing themselves and their families to the ravages of wild beasts and savage Indians, went the emigrants to their new homes in the valleys of the Ohio and the Mississippi. Soon the new government realized that if our country would grow, some protection must be given these travelers and to the mails and commerce at that time dependent upon open thoroughfares and navigable watercourses. The solution was the National Road.

Then it was that George Washington, surveyor of the lands of Lord Fairfax of Virginia, foresaw the possibilities of the great West by means of such a highway; then it was that he, accompanied by Gist, the veteran woodsman, traveled, studied, and surveyed that part of the National Road that lies between Cumberland and Wheeling; the section from Cumberland to Frostburg, through the famous Cumberland Narrows, over Wills Mountain and across Wills Creek; around and about the little town of Eckhart, where the traveler meets many a dust-covered figure wearing a little lamp on the front of his cap, and proclaiming his underground occupation; past the thousand foot rock at Lover's Leap, where legends tell us that an Indian committed suicide. These and other bits of exquisite scenery for which the National Road is famous lie alongside or near that stretch of the country through which run the rails of the Baltimore and Ohio.

Surveying in those days was not an easy task. The transit itself was simply a stake to which was attached the compass, having two small, upright pieces on its opposite sides, through which was stretched a fine thread or wire. Then, too, there were the necessary firearms, for in each party there must be several men to do scout duty.

To George Washington and his surveying party, including Gist, the woodsman, the Baltimore and Ohio owes a debt of gratitude; it was they who laid the foundation for the National Road, rich in natural beauty, and stretching through a land boundless in mineral resources, and of which our Railroad covers a goodly portion.

Like Washington, the pioneers who blazed the way for the laying of the Baltimore and Ohio Railroad also had great obstacles to overcome. For, besides clearing the way, they had to make the Line as level and straight as possible: a "prairie schooner" might make a very sharp turn without danger of upsetting or of running into another, but a railroad train must take a gentler curve; and the wheels of a stage coach might run over an occasional stump or into a mudhole without disaster, but the wheels of cars must run on level rails provided for them.

It is, therefore, an interesting tribute both to the Surveyor Washington and to the early trail blazers of our Railroad that nobody has ever found a better route from Baltimore to Wheeling than this first one mapped out by the young man who was destined to become the first President of the United States, and the one followed by the pioneer railroad, the Baltimore and Ohio.

Economies Being Effected Wherever Possible All Along the Line

Serious Falling Off in Business Shown by Sharp Decrease in Cars Loaded During January

To the employe who for any reason doubts the necessity for the most rigid economy during this period of decreasing business, the facts here presented will be convincing

THE superintendent of one of our largest divisions was recently discussing with an outsider the necessity for economy on the Railroad. He said:

"In spite of the evidence which is on every hand of the real plight of our Railroad in trying to reduce its expenses to some extent in the degree in which its revenues are falling off, I have a hard time persuading *some* of our men that such is the case. They attribute the economies which have been put into effect all around them to the most unreasonable causes. For instance:

"At a meeting held in my office several days ago I spoke strongly of the necessity of every employe helping in keeping down our expenses. Most of the men understood, for they had seen with their own eyes how our operations have been curtailed within the last six weeks. But one of them jumped up and said that he did not believe all this 'bunk' about the financial difficulties of the Railroad—that a good deal of the stuff in the newspapers was manufactured and that an investigation of the facts would prove that the railroads were trying to put something over on the public and their employes."

If such an employe as the one mentioned by the superintendent had taken the time to investigate he would not have laid himself open to having what he said so utterly confounded by the facts as they exist on his own Railroad.

The Facts

Just what are these facts and, in view of them, can any employe doubt the necessity for economy all along the line or be unwilling to lend his aid to that end?

The best quick measure we have of the amount of business moving on the Railroad (which represents the amount of money which the Company is taking in to pay its bills) is the record of cars loaded.

Here is this record for the last four months, including cars actually loaded on the Baltimore and Ohio and received from connections:

In October, 1920
302,538

the largest month in 1920 and one of the largest months in the history of the Railroad.

In November, 1920
267,301

In December, 1920
240,497

In January, 1921
194,651

This shows that during the comparatively short period of three months the number of cars loaded and received from connections per month on the Baltimore and Ohio decreased over one-third.

The record for January, 1920, was 259,632 cars, making the record for the January just passed a decrease of 25 per cent. as compared with the corresponding month of the previous year.

With such large decreases in the amount of business handled go a corresponding decrease in the amount of gross revenue received. In other words, when January, 1921, shows a decrease of a third in cars loaded and received from connections as compared with October, 1920, it means that the Railroad's gross revenue has also decreased approximately a third.

Difficulties of Curtailment on Railroads

As has often been pointed out, the Railroad cannot curtail its expenses in the same way that a large manufacturing plant can. In the first place the Railroad is in the business of performing a public service and cannot curtail its operations in the same degree as the business offered decreases, because it has to keep a certain number of trains running to handle both passenger and freight business in the public interest. Again, although some reductions can be made in its control of overhead expenses, these also cannot be reduced in nearly the proportion of the decrease in its revenue. The same number of crossing watchmen have to be employed on a division to guard against crossing accidents when there are three trains per day as when there are thirty. Practically the same divisional, district and executive staffs have to be maintained, if only for the purpose of giving operations adequate supervision as to expenses, wherever they can be curtailed. The costs of money borrowed for capital investment still go on, no matter how many trains are cut off, and no matter what other curtailments of the service are made.

Sunday Closing on Slow Freight

As is generally known by employes all over the System, all divisions have been closing down during the last few weeks from midnight Saturday until midnight Sunday except for passenger, Q. D., stock and such few other trains which it has been necessary to run. Slow freight has practically not been moved at all during that 24 hour period.

This Done for First Time in Road's History

A good example of the economies effected by such an arrangement can be shown on the Baltimore Division. On Sunday, January 30, and on Sunday, February 6, all freight service on the Old Main Line between Halethorpe and Washington Junction was discontinued. Q. D. and stock trains were operated over the Metropolitan and Washington Branches. Passenger trains have run over the Old Main Line in accordance with regular schedule in order not to disrupt the public service. According to the best recollection of old timers on the Baltimore Division, this is the first time since the Old Main Line was built that no freight traffic has been operated over it during a 24 hour period. A single one of the economies effected by this may be shown from the fact that there was but one open telegraph office between Halethorpe and Washington Junction, namely that at Frederick Junction.

For quite a number of years it has been customary on the Baltimore and Ohio, when business has been at such low ebb as to warrant it, to curtail the movement of slow freight on Sundays. This procedure has been followed and is being followed because it does not interfere seriously with the service given our customers and, on the other hand, it does not work a serious hardship on our employes in the matter of lay-offs. But it does effect considerable economies.

Knowing Facts, Loyal Employes Will Help

In mentioning these ways in which economies are being brought about with as little curtailments of our service to the public and with as little hardship to our employes as possible, we have not spoken of the many efforts also being made in other directions to decrease our expenses during this period of business depression. But we believe we have covered the subject sufficiently clearly to show to any interested employe the real situation and, if he be the type who believes that it is a part of his job to make a special effort in reducing expenses when the Company needs this reduction as badly as it does now, to win his whole-hearted support toward that end.

Connellsville Veterans Show the Way in Securing New Business for Company. Judicious Combination of "Headwork" and "Footwork" Brings Remarkable Results

WHEN the late Dr. Osler said that a man passed his period of usefulness when he reached the age of 60, he reckoned without the Veterans of our Connellsville Division. For during the last month a number of these men of the Baltimore and Ohio, many of whom have put the age of three score well behind them, have been showing business getting ability enough to make our younger solicitors look to their laurels.

Appeal to Veterans

On January 17 the Editor of the MAGAZINE wrote a letter to the president of each Veterans' Chapter on the System. It summarized the appeal which President Willard made in his address to the delegates to the Grand Lodge Convention, and the members of the Baltimore Chapter on the night of December 13, briefly stating that during the period of Federal control our Railroad had lost a considerable share of the high class freight business which it had been handling up to that time and that the then comparatively small volume of traffic made it desirable that the Veterans, utilizing their large acquaintanceship and reputation among the business men and citizens generally in their respective communities, try through personal solicitation to bring back this business and secure new business for our lines. It also requested the presidents of the Veterans' Associations to read the letter to their respective memberships at the first opportunity and to proceed to some practicable working plan. Copy of this letter was also printed on page 30 of the January issue of the MAGAZINE.

They Get Busy

Since this letter was sent out, a number of encouraging replies have been received, among them from President Shafferman, Grafton Chapter; President Trimble, Garrett Chapter; President Cox, Pittsburgh Chapter; President Moriarty, Newark Chapter.

Here's Where the Headwork—

At Connellsville, however, largely through the splendid initiative and hard work of P. J. Harrigan, president of the chapter there, and of James Wardley, grand secretary of the Veterans' Associations, work has been done and results obtained that are extremely gratifying.

These gentlemen adopted the wise plan of getting in touch with the division officials at Connellsville, and Superintendent T. J. Brady was an active participant in their plan and lent large assistance to it by virtue of his position with the Railroad and his standing as a business man in the community.

They also enlisted the enthusiastic support of the two newspapers at Connellsville, the *Daily Courier* and the *Daily News*, and succeeded in giving to their campaign such wide publicity as to make every newspaper reader in that section realize that Baltimore and Ohio men were up and doing.

The gist of their argument through the newspapers and through personal solicitation was this:

The Baltimore and Ohio Railroad is the largest employer of labor in Connellsville. As such it is the largest contributor to the welfare and prosperity of the community. It maintains division headquarters at Connellsville with shops employing hundreds of prosperous and desirable members of the community, and on the basis of the high class service which it gives to shippers and travelers, it appeals for a large share of freight and passenger business in and out of the city.

Up to this time copies of the Connellsville papers published during the period of the campaign show dozens of first page articles and a number of strong editorials, all urging upon the business men of the community the desirability of giving their business to the Baltimore and Ohio. These articles also carried daily reports of the personal solicitations made by Mr. Harrigan and Mr. Wardley and developed the remarkable fact that between January 28 and 31 they called on 167 merchants and manufacturers, all of whom promised as much freight and passenger business to the Baltimore and Ohio as they could possibly give. Among those visited only three men were found who had complaints to make against our service and these were satisfactorily adjusted.

These articles also emphazised the advantages of shipping via the Baltimore and Ohio by stating that shipments made in Pittsburgh and Baltimore and Philadelphia on one day are received in Connellsville the following morning. Further than that, they mentioned to the shippers of Connellsville the fact that they could in a large measure control the routing of their incoming shipments by sending in with their orders for goods the request that they be forwarded via Baltimore and Ohio to Connellsville wherever possible.

And the Footwork Came In

That Mr. Harrigan and Mr. Wardley did not merely direct this far-reaching campaign is suggested by the statement above that they per-

sonally saw 167 merchants and manufacturers. This meant hard work, the wearing out of a lot of shoe leather. And almost any good solicitor will agree that it is not only thinking out your campaigns in the comfort of an office chair but also a good deal of "pounding of pavements" that gets business.

Mr. Harrigan also sent copies of the original letter sent to him, to all members of his executive committee, located at Confluence, Rockwood, Somerset, Hyndman, Smithfield, Meyersdale and Johnstown, with a supplementary letter from him, asking them to pass the word on down to the membership in their respective communities and to get as many men actively soliciting business as possible.

An Enthusiastic Advertiser

One very interesting result of the campaign was disclosed in the advertisement of the City Meat Market of Connellsville in a recent issue of one of the local papers. This advertisement occupied about one-quarter of a page and the phrase, "Have your freight hauled over the Baltimore and Ohio—the Upkeep of Connellsville," appeared no less than nine times in bold face type. Such results speak for themselves, but here are some others even more positive. Without using the names of the concerns in question we quote the following paragraphs from a letter from Mr. Harrigan dated February 8:

Tangible Results

"The Blank Company, who have a great demand for their products and whose factory is along the line of a competing railroad, promised to arrange to have practically all their transportation over Baltimore and Ohio lines. Their shipments are usually by carload lots and consist of at least four cars per week besides packages. They receive from Blank about the same number of incoming cars and it is their intention that these be handled over the Baltimore and Ohio at the closest junction our Road can be reached."

"Four of our largest manufacturers in blank supplies, three of them with factories located along a competing line, have also promised to ship all products from their plants by Baltimore and Ohio and will instruct that material shipped to them be routed over the Baltimore and Ohio."

Mr. Harrigan has also arranged for an open meeting of the Veterans' Association in the high school auditorium at Connellsville, to which the public will be invited, enjoy a social evening and hear our people tell of the activities and importance of the Baltimore and Ohio from an industrial and civic standpoint in Connellsville. At the urgent request of a number of prominent business and newspaper men of the city, this meeting has been postponed until Vice-President Galloway can arrange to be present and make an address.

Competition Steps In

The early bird may not have much competition for the first worm. After that, however, competition comes thick and fast. And so it has been at Connellsville. The representatives of other railroads, surprised by the success of our old stalwarts there in getting business for the Baltimore and Ohio, have put on increased pressure in their solicitation.

Service the Answer

From a Baltimore and Ohio standpoint there is just one answer to this problem and that is SERVICE. Our men there will get our share of the business, and if we handle freight and passengers as they should be handled and as we can handle them, we can hold this business. Rough handling of cars kills business. Here is a chance for our train crews to do their bit. Getting shipments in wrong cars causes interminable delays and claims

"Nowhere Have I Found Such Uniform Courtesy and Politeness"

H. S. ROBINSON CO.
43 CENTRAL SAVINGS BANK BUILDING
BALTIMORE, MD.

Baltimore, Md., January 12, 1921.

Mr. Daniel Willard, President,
Baltimore and Ohio Railroad Company,
Baltimore, Maryland.

My Dear Sir:

My business for the past year has brought me in contact with practically every large corporation, office building and employer of labor in the City of Baltimore. For some weeks past it has brought me in touch with nearly every department at the Baltimore and Ohio Railroad Building.

I wish to congratulate you upon your organization, for nowhere have I found such uniform courtesy and politeness. This includes the entire personnel of your Company, from the elevator starter on the first floor (to whom I have had to go a number of times for information) and the various messengers and clerks, up to the heads of departments and officers of the Company.

In not one instance have I ever had other than the greatest courtesy extended, no matter how busy the person might have been whom I approached.

It is so unusual and has made such a deep impression upon me that I feel that you should know how your policy is being carried out, for the policy of any organization is established by the head of it, and the element of courtesy tends to the highest efficiency, especially in great public organizations such as yours.

The public too often is apt to take these courtesies for granted without comment, but does not fail to write letters of complaint when anything occurs not entirely to their liking.

I wish it were possible to convey my appreciation to the various departments, but I am glad to take the opportunity to express it to them through you.

I trust it gives you as much pleasure to receive this letter as it gives me to send it.

Sincerely yours,
(Signed) F. H. GRIFFITH.

and also kills business. Here is an opportunity for the men at the freight station to do their bit. And so on down the line, let every man realize the importance of handling his job as it should be handled, and the transportation business of Connellsville will stay where it belongs, with the Baltimore and Ohio.



IN THE SHADOW OF THE NATION'S CAPITOL

One hundred and fifty Danes, Swedes and Norwegians—farmers from our great Northwest—on their way back to their native lands for a brief winter holiday

With Such Citizens as These America Defies Bolshevism

THE picture on the opposite page is a good tonic for our parlor and street corner Bolshevists, and for those of us who often fear for the safety of democracy in our beloved country. It shows 150 sturdy citizens of the United States, some of the men and women who produce the famed harvests of wheat in our great grain growing areas of the Northwest. Going back to their native lands, Sweden, Norway and Denmark, the camera caught them in the shadow of our Nation's Capitol at Washington, where they had stopped off for a brief visit to this hallowed shrine on their way to New York for their trip overseas.

Substantial, prosperous, healthy tillers of the soil, these men and women, who but a few years ago came to this country as immigrants, have taken back to the folks they left in their homelands, the love for their adopted country which American ideals of justice and equal opportunity have implanted in them. The coming of the warm spring days will see them again moving westward to America, ready and anxious to sow their great acreages of wheat and help feed the earth's millions.

Their trip from Minneapolis was started December 5, via the Chicago Great Western to Chicago, and thence via the Baltimore and Ohio to Washington and New York, and was made on schedule time. The movement was arranged by H. C. Strohm, Northwestern passenger agent, through the courtesy of Mr. Nils Nilson, Great Northwestern agent at Minneapolis, Minn., of the Swedish-American Steamship Line.

America needs and is proud of such citizenry—men and women who are willing to take advantage of the opportunities our land offers them and, in honest competition with their neighbors, to work out a happy and prosperous livelihood for themselves and their families and to contribute substantially to the support of our institutions and ideals.

Shaking Hands With Abraham Lincoln

By George W. Haulenbeek
Law Department

THE battle of Antietam, occurring in Maryland on September 17, 1862, was the only engagement in which I participated. It is today regarded as the bloodiest battle of the Civil War, Gettysburg being denominated as the greatest of all the engagements.

After the Antietam fight a Provost Marshal for duty in the town of Sharpsburg, Washington County, Md., was selected from my regiment, the 13th New Jersey Volunteers, and being on the detail for that service, I was selected to act as clerk to the Provost Marshal. That is the way my freedom from all the engagements that followed is accounted for. The work of the Provost Marshal in Sharpsburg lasted for several weeks, and when the Army of the Potomac moved into Virginia, entering the grand old State of Virginia by the Louden Valley, another clerical detail was in store for me at the headquarters of the Brigade, where I remained until May, 1864.

The winter of 1863 was spent in Tennessee in guarding the Nashville and Chattanooga Railroad, over which the army supplies were transported to Chattanooga. In the Spring of 1864 the Army of the Southwest moved, and just before General William Tecumseh Sherman abandoned Atlanta, his base of supplies, and began his march to the sea, I received an order from the Secretary of War to report for clerical duty in the War Department. This was in May, 1864, and upon reaching Washington after a journey of seven days, I was installed in my new position in the old War Department building.

At that time Washington City was a veritable military camp. The bulk of the audiences at the theatres was made up of soldiers on leave, those about to report, and so forth.

Mr. Lincoln's Reception

When I saw the announcement that President Lincoln would hold a public reception at the White House, I immediately made arrangements to be present. I was eager to see Mr. Lincoln and a public reception would give me an opportunity to shake him by the hand. The crowd in attendance was so great on that occasion that no one gave a thought to the matter of checking hats and coats, shaking President Lincoln's hand being uppermost in the minds apparently of all.

I am proud to say that while I tarried in Mr. Lincoln's presence only long enough to enjoy and appreciate a handshake, it was to me a great event.

While in the War Department I often saw papers bearing Mr. Lincoln's endorsement, and this endorsement portrayed the man. Take the case of a soldier charged with sleeping on post. Mr. Lincoln could find extenuating circumstances in cases of this kind and the soldier was saved from death. One paper of this kind simply read:

"Pardoned,
A. LINCOLN."

I never saw a paper of this kind with the first name written out. It was always "A. Lincoln."

When General Early and his force of Confederates sought an entrance into the City of Washington, it was necessary for the military authorities to move quickly, and the clerks in the departments were organized into regiments. Nearly every clerk in the War Department had seen military service and the organization called the "War Department Rifles" was the result. When the Army of the Potomac began to arrive from the Peninsula near Richmond, there was no immediate need of these regiments except to guard public buildings, but our organization was continued and we had daily drills on the space between the White House and the old War Department building. On these occasions we often saw Mr. Lincoln at very close range as he walked over to the War Department to confer with Mr. Edwin M. Stanton, the War Secretary. This was almost a daily occurrence.

I was in the audience at Grover's Theatre on the night Mr. Lincoln was assassinated at Ford's, on 10th Street, near E. As soon as the news was received the audience at Grover's was dismissed. I walked up in the direction of Ford's, as I resided on E Street, near 10th. I tarried with the crowd that had assembled in front of the building. The back gate of my landlady's premises was located just where the horse of John Wilkes Booth was tied in waiting for his master's appearance after the deed was accomplished.

The immense throng in front of Ford's Theatre was soon dispersed by a company of cavalry, like detachments going in various directions to apprehend the assassin.

After the deadly work of the assassin, Mr. Lincoln was carried to a residence on 10th Street, immediately opposite the theatre, where he died the next morning, April 15, 1865. This house was purchased by the Government and today bears an inscription reciting briefly the death of Abraham Lincoln within its walls.

The theatre building was thereafter purchased by the Government for $100,000 and was then used as a part of the Surgeon General's office of the U. S. Army.

Cut Loss and Damage 50 Per Cent.—It Can Be Done

Agents Backing Campaign to Reduce Claims for Current Year

MANY employes don't like to be quoted in our MAGAZINE, among them Agent F. G. Hadley, Mt. Vernon, Ohio. But so large a number of agents have written to Baltimore and advised that they are heart and soul in the campaign to "Cut Loss and Damage 50 Per Cent." this year, that despite Mr. Hadley's reluctance to have his letter printed here, we have asked him to let us use it as typical of the letters which have been received from other agents.

Mr. Hadley writes as follows:

MT. VERNON, OHIO, January 5, 1921.

THE EDITOR,
BALTIMORE AND OHIO MAGAZINE,
Baltimore, Md.

Dear Sir—In the December issue, our general freight claim agent asks if we are with him for a 50 per cent. reduction in claims in 1921.

I do not care to break into "print," but I do think that he is entitled to hearty cooperation from every employe, especially of the freight agents.

The agents at smaller stations should be urged to give their Local Freight Claim Prevention Committees reports which would help to prevent claims. These committees must continue to exert their best efforts along all lines, both of education and supervision.

IT CAN BE DONE!
That challenges our best efforts.

Claims must be reduced and
Agents giving careful supervision will
Never fail to obtain best results.

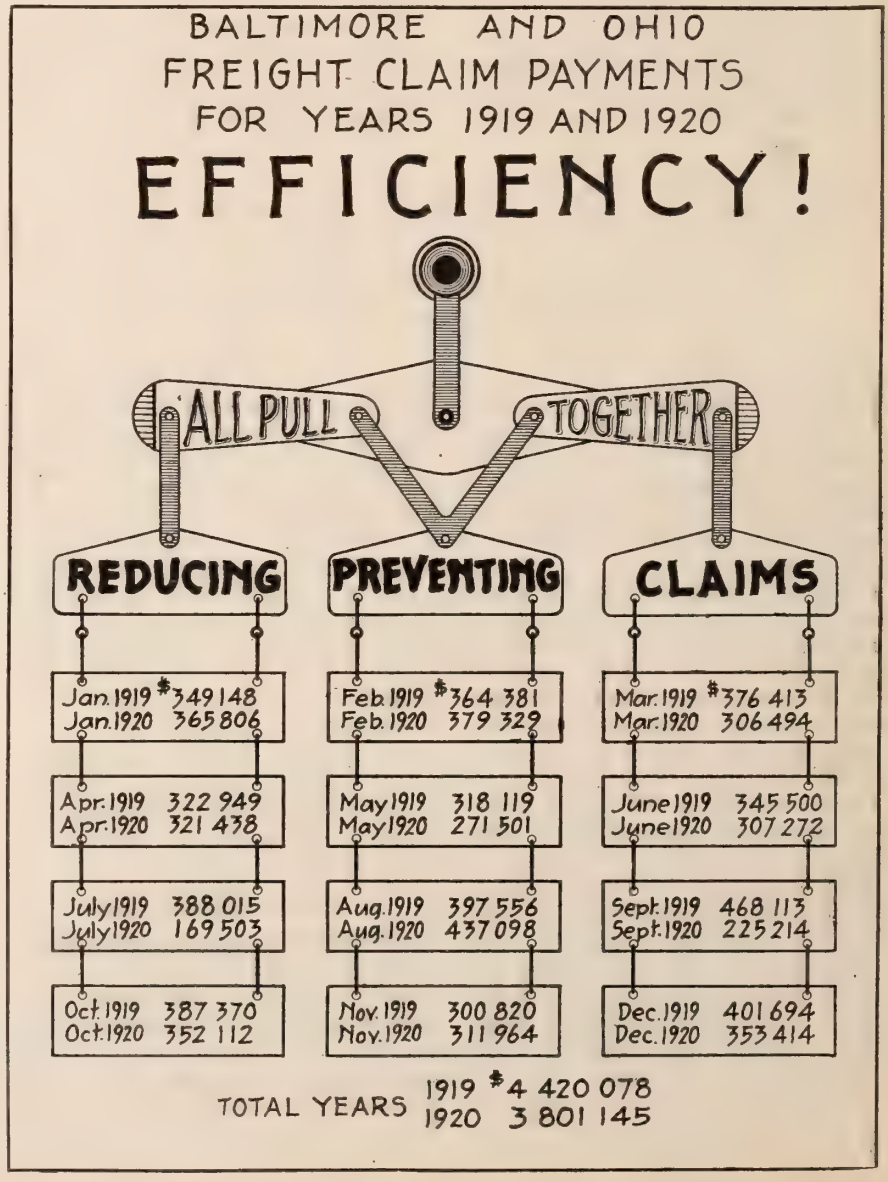
Baltimore and Ohio
Employes are loyal workers.

Down "Old Man Careless,"
Obey your L. C. L. rules.
Never overlook a chance to save a claim.
Enter into the game and keep your divisional freight claim agent fully advised. Yours truly,

F. G. HADLEY,
Freight Agent and Member of
Freight Claim Prevention Committee.

Mr. Hadley hits the nail on the head when he emphasizes "education and supervision." Ignorance is the cause of so much that goes wrong that a real effort to let every employe know the whys and the wherefores of freight claim prevention is bound to have results. If employes realized just how claims can be prevented, and how large a proportion of them are preventable, the sound good sense and practicability of this campaign would win their support. If employes in a supervising capacity would resolve that their men must follow the rules laid down for the handling of freight, many, many claims would be prevented.

The chart accompanying this article suggests other things besides the value of teamwork. It shows how big a cut was made in claim payments during 1920 as compared with 1921. It shows that "it can be done." The figures at the bottom of the chart also suggest what could be done with the $600,000 saved. To the motive power man it means perhaps six great new locomotives, or a hundred fine steel hoppers of the largest capacity—enough new rolling stock to solve a big part of the operating problem on a whole district. To the maintenance man it conveys a picture of a long stretch of much needed new second or third track, the addition of which would in itself mean to the Railroad another large saving through efficiency. There isn't an executive officer on the Railroad who could not



tell us a dozen ways in which that six hundred thousand could be spent in improvements which would pay for themselves in a few years. And there are thousands of employes on the Railroad who know that several hundreds of employes could be kept busy at good wages for a whole year, at maintenance, repair, construction and other work, if this substantial saving could be multiplied enough times in 1921 to cover the many things that it could be used for.

Yes, Mr. Hadley is right when he says "education." When we all realize that every penny saved the Railroad is a direct benefit to every employe, we will have the kind of teamwork that will be unbeatable in producing efficiency of the highest order and the resultant prosperity which will follow for all of us.

Increase in Idle Freight Cars on System Demands Greatest Efficiency In Handling

IF ONE were to describe briefly the surplus car situation on the Baltimore and Ohio now as compared with the situation at the first of the year he could truthfully say, "the same but worse." Specifically: On December 14 there were about 3,500 surplus cars on our lines. On February 11 we have 18,000. Every one of these means a considerable capital investment which, until business increases enough to put it back into service again in carrying freight, is a pretty expensive thing to own. This number of idle freight cars represents about one-fifth of the total number of cars owned by the Baltimore and Ohio. The same general condition exists on the other railroads, it being estimated on February 11 that there were more than 300,000 idle freight cars in the country all told.

If the Baltimore and Ohio Railroad could put these 18,000 idle freight cars in storage and keep them there without movement, and use the rest of the cars owned by the Railroad just so nicely from an operating standpoint that all of them would be needed to handle the business offered, without causing either a surplus or a shortage in cars, our officials would call such a performance pretty nearly 100 per cent. perfect.

But some of these 18,000 cars have the unfortunate habit of butting in, even when they are not needed, and calling for expensive train and engine crews, yard and terminal forces, and costly motive power, which, under the ideal conditions above mentioned, could be saved.

With reduced business and revenues it is more than ever important that the handling of equipment should be efficient, that cars be given a full load and that they be confined to loading in each case in the direction of the owner.

Every unnecessary car which is put into a train means higher and unnecessary expenses. It wears out the car. It costs more to haul it and, if the number of unnecessary cars be multiplied, it requires more trains and more facilities to take care of them.

Take for instance a concrete case, let us say, in the Cincinnati Terminals, of an amount of freight to be moved in a 24 hour period, which could be loaded in a minimum of 200 cars. Suppose that through poor loading 210 cars are used instead and here's what happens:

In the first place it requires the use and consequent wear and tear on 10 unnecessary cars. It means extra switching for these cars and the employment of an unnecessarily large number of men. It means additional motive power to handle them, perhaps additional crews and possibly an extra train.

Again, it naturally follows that in the system-wide distribution of equipment 10 empty cars have to be sent to Cincinnati to replace the 10 unnecessarily loaded. In fact the use of the 10 unnecessary cars brings in its wake a whole series of inefficient and expensive operations that proper loading in the first place could have prevented.

It is especially desirable now that cars be loaded in the direction of the owner. If an Eastern route car is loaded west and a Western route car loaded east, each of them after being released has to be moved in a cross empty movement to get it back home. This is one of the principal things being watched by our Transportation Department and the personal interest of all employes is urged to reduce it to the minimum.

Statement of Actual Average Miles Per Car Per Day
(Including Bad Order Cars)

Division	Oct. 1920	Nov. 1920	Dec. 1920	Highest Monthly Record Performance Since January 1, 1912	Per Cent. Increase or Decrease December, 1920 Over Best Previous Record Inc.	Dec.	Divisional Standing
Philadelphia	37.4	37.9	38.7	72.3	....	46.5	18
Baltimore	15.0	12.7	13.2	16.4	....	19.5	3
Shenandoah	16.1	16.3	17.3	23.0	....	24.8	7
Cumberland (East)	55.2	50.1	53.2	....	....	....	...
Cumberland (West)	39.5	38.5	39.7	....	....	....	...
Cumberland (Total)	49.0	45.7	47.8	76.3	....	37.4	17
MARYLAND DISTRICT	30.5	27.8	29.5	....	....	....	...
Connellsville	22.8	20.7	22.6	32.5	....	30.5	11
Pittsburgh	24.8	25.7	24.1	34.4	....	29.9	10
PENNSYLVANIA DISTRICT	23.7	22.9	23.3	....	....	....	...
Monongah	13.3	12.0	12.2	16.4	....	25.6	8
Wheeling	14.9	13.3	12.2	15.5	....	21.3	5
Ohio River	26.4	26.0	25.5	37.2	....	31.5	13
Charleston	12.8	10.3	10.2	14.8	....	31.1	12
WEST VIRGINIA DISTRICT	14.8	13.2	12.9	....	....	....	...
BALTIMORE & OHIO EASTERN LINES	24.4	22.5	23.2	....	....	....	...
Chicago	32.8	30.3	29.0	41.0	....	29.3	9
Newark	27.4	23.5	23.8	36.9	....	35.5	15
New Castle	28.3	30.3	30.2	37.5	....	19.5	4
Cleveland	25.0	22.4	23.8	27.9	....	14.7	2
NORTHWEST DISTRICT	28.5	27.0	27.3	....	....	....	...
Ohio	54.4	49.2	44.8	69.5	....	35.5	14
Indiana	30.4	27.1	26.0	30.4	....	14.5	1
Illinois	22.1	19.9	18.9	29.7	....	36.4	16
Toledo	27.8	23.8	21.6	27.8	....	22.3	6
SOUTHWEST DISTRICT	30.0	26.7	25.0	....	....	....	...
BALTIMORE & OHIO WESTERN LINES	29.1	26.9	26.3	....	....	....	...
BALTIMORE & OHIO SYSTEM	26.4	24.3	24.5	....	....	....	...

OFFICE OF GENERAL SUPERINTENDENT OF TRANSPORTATION—Baltimore, January, 1921

A slender acquaintance with the world must convince every man that actions, not words, are the true criterion of the attachment of friends; and the most liberal professions of good-will are very far from being the surest marks of it.—*George Washington.*

The Man Who Got Katie

By Frank Kavanaugh

DESPITE the fact that Patsy was 18 years of age and possessed of as many lives as a cat, he felt hurt when he hit the cinders, propelled by the toe of Mike Brannigan's No. 10 shoe.

Patsy picked himself up and heard the last portion of what Mike addressed to him:

"—and if I ever catch a spalpeen like you comin' around to see my girl Katie again, it'll be bastin' ye wid a club I will. Now, begone, an' if I ever see yez on Section 44 again I'll throw yez off the right-of-way."

Disconsolately Patsy walked in the direction of the station. Although Billy, the station agent, telegrapher, baggagemaster and general factotum was an acknowledged rival for the hand of Katie Brannigan, Patsy knew he would secure more or less sympathy from him.

The station was darkened, all except a corner in the closed freight room. This corner was lighted by a lantern. There was a looking glass hanging in the corner. Billy, naked, was examining his body, and applying touches of arnica here and there.

"What's up?" Patsy asked, approaching the nude figure.

Billy peered into the gloom. "Oh, that's you," he said. "If you'll go down to the section house just now you'll have a good chance to win Katie. The old man just booted me out of the house. I was slow and his foot traveled too fast."

"Same here," Patsy replied. "Loan me a little of that arnica, will you?"

Without a word Billy passed over the bottle as Patsy stripped. For a time silence reigned.

"I'm going west," Patsy said, as he began to dress, "and when I've made something of myself I'm coming back and get Katie if I have to slug that old man."

"I think I'll go south," Billy said. "It looks better to me down there. The I. C.'s hiring operators now. I'm coming back for Katie, too."

"The one that get's back first gets her, eh?"

"With Katie's permission."

"Certainly."

* * * * * *

Five days later Patsy walked into the office of a roadmaster in Fort Worth.

"Sendin' any men out now?" he asked.

"That man Fioreta at Bull Cow wants a couple of men," the roadmaster said. "Ever do any section work?"

"Yes, sir."

"I'll give you a pass then."

That afternoon Patsy swung off the train at Bull Cow. Four houses composed the town. Half a mile down the track stood the red section house and he walked out there. The roadmaster had sent him, he told the Italian foreman, and as that individual knew very little of the American language and could speak less, he hired the boy without ceremony. The section foreman had been drilled in a hard school, and, although he might question the authority of the President of the United States or the Governor of the State, the roadmaster's word was law.

Society at the little town of Bull Cow consisted of the few cowmen who sometimes loafed in the saloon of the town, the station agent, four section men, who did not care to converse in English, and rattlesnakes. After work Patsy got into the habit of strolling down to where another railroad crossed the tracks of the one he worked for. It was the only time he had to ruminate on the whims of fathers with pretty daughters, and Mike Brannigan in particular.

Lots of cattle were shipped from Bull Cow. Each of the two roads maintained cattle pens there. One evening as Patsy strolled past he saw a drove escaping from the pens of the competing road. He, without thinking, went out and herded them into the pens of the road which employed him. Then he went to the little town to find, if he could, who owned the herd. Finally he located the man in the saloon.

He told what he had done and was invited to drink. He refused.

"Tell you what I'll do," the cattleman said. "I'll go right over to the Midland deepo and if that agent can furnish me cars tomorrow I'll ship that lot of cattle over your road. It's a d—d good road that hires men like you—you saved me several hundred dollars—would'a' had to round up the bunch tomorrow; and I sent all my men home—nearly 20 miles out there. If you people'll get me the cars I'll ship with you a lot. You got something under that red hair of yours."

So the Midland landed the haul and Patsy thought no more of it until a few days later, when the roadmaster dropped off the caboose of a train near where the gang was working. He singled Patsy out.

"What'n'll did you drive those cattle into our pens for?" he asked.

"There wasn't any water in the Western pens," Patsy replied. "With this hot weather it's a crime to pen cattle up without water. The Midland pens had plenty of water and I drove 'em in there."

"The Western people are raising particular hades about it," the roadmaster explained, "but our traffic department says you've won a good shipper for the road. Ever run a section?"

"No," Patsy said, "and I wouldn't run one out here. If I get one I want it to be near a big town."

"Want to see the bright lights, eh?"

"I want to be near a town where I can go to night school and where there's a public library," Patsy explained.

"Be down at the station when No. 7 goes through tonight. I'm coming back on it." So saying, the roadmaster walked away.

* * * * * *

Billy went south and landed "somewhere on the I. C." There were several openings for good telegraphers and he was sent to the worst one—a junction where a short line went up the hills to a coal mine. The pay was small and the work was hard, especially at night. In the daytime there was so little to do that the station was closed altogether. But along about six o'clock a long train of empties came down the main line. The empties were pushed up the branch to the coal mine and the loads brought back—along about midnight. Then, car by car, the loads were pushed on a track scales, while Billy weighed them. Then, while the crew ate their lunch and smoked and drew pay, and cursed the luck that laid them out for two hours in the mosquito-infested place, the agent had to make out the waybills, sell tickets and OS out three passenger trains and finally send the coal out with running orders. It was a man's job—for a few hours, a three-man job.

One day Billy cut his sleep short and walked up to the mine. There he made the acquaintance of the checkweighman, the man employed by the union miners to weigh each car of coal as it comes from the pit. This man usually is a crippled miner and each worker contributes a small sum monthly to pay him. Billy found him an aged man, well read. They talked as the man ate his lunch.

"This place is all right," he told Billy, "but I can't get much reading matter up here. I take a daily paper, but the mail comes overland, and it's three days old when I get it. There's

no place here where I can get magazines, either, and I'm not able to afford to buy a lot."

"You're allowed to use that telephone down to my office, are you not?" Billy asked. "The one owned by the mining company?"

"Yes," the old check-weighman assured him. "Any of us miners can use it. That's what it's for."

"Well, I'll make a trade with you," Billy began. "You keep track of what car the coal's loaded on and the weights. I want that and want it at, say, six o'clock. If you'll give me the weights and car numbers over the telephone every evening, I'll send you up a lot of reading matter every night by the switch crew. They'll throw it off here at the pit house when they pull the loads out and the night topman can give it to you in the morning. Why, the passengers throw off lots of magazines to me—they think I'm lonesome down there. What do you say?"

The check-weighman was overjoyed, and Billy went back to his post.

That evening he spent an hour at the telephone, taking weight and car numbers. He made up a big bundle of surplus reading matter and sent it up by the switch crew.

Before the crew came back with the loaded coal cars Billy had the waybills made out, put through the copying press and was ready. He weighed the cars as usual and found the weights of the check-weighman correct. As soon as the last car was weighed he folded the bills, handed them to the conductor and ten minutes after, with running orders, the crew departed up the main line. They were astonished, but not mosquito-bitten. As the passenger trains arrived and departed, Billy had no trouble attending to the business.

Any innovation made by a subordinate is bound to attract attention from superior railroad officials. Thus it was, that a few days after the first trainload of coal was sent from the junction several hours earlier than usual, the conductor of the crew received a letter from the trainmaster asking an explanation of the matter. The conductor being a man of few words and few mosquito bites since Billy's innovation, penciled a notation on the letter and returned it:

"Present agent at Junction has head full of brains instead of ivory. Ask him."

The letter was then sent to Billy, accompanied by another, saying:

"Note what Conductor McCarty says in re early departure of coal extra from Junction. Please explain, returning all correspondence."

Billy made a clean breast of the matter. A month later he was relieved, a new man sent out, and the check-weighman put on the salary list of the railroad, just to use the telephone an hour or so each evening. Billy was "set up."

* * * * * *

Five years had passed, during which Mike Brannigan had been successful in keeping suitors away from his daughter, Katie. In the meantime she had grown, and at times Mike speculated on whether it was not nearly time he let some suitor have her.

One day a telegram went from the west to the south. It read something like this:

"Am going back for a visit. In the interests of fair play I thought I'd warn you."

The telegram was signed "Patsy."

When Billy received it he laughed. "The old boy's heart must have changed some, or he never would have sent that. I wonder if I would like the girl if I saw her now? But she did like me and I'm sure she liked Patsy. So, as he says, 'in the interests of fair play' all around we'll go back together."

So he replied:

"Be in Kay See the third. Meet me there. We'll go together.

"BILLY."

Together they went down to the little station of their youth and landed there as dusk was coming over the land. The youthful station agent at the little place did not recognize them. Little was changed about the place. Billy introduced himself as a telegrapher and the agent let the two look into the station house and into the very corner of the freight house where they had applied arnica to their bruises after the encounter with Mike Brannigan's boot toe. Patsy asked about Mike.

"There's been queer doings down there for the last two or three days," the agent volunteered. "Mike passed by yesterday on the hand-car and both his eyes were blacked and one



"And wid that he's a fine upstandin' young man and some day he may be a siction boss!"

arm was in a sling. Mrs. Brannigan made a quick trip to Kay See the other day—the day after I saw Mike—and came home with a lot of things. Last night three of the section men pumped the hand-car past here as if they were going to a fire and they didn't come back till about midnight. Today no one but the trackwalker left the house and that was a new one. Katie came by this morning and I spoke to her, but she wouldn't say a word. Tonight the whole section house's lighted up, but I don't know what it means. Usually Mike's so stingy he'll allow but one light in the house at night. I don't know what it means."

Patsy and Billy went down the track toward the section house. It was bulging with lights and a crowd stood outside the door. Some of the old fear of the big section boss came over the young men, but they went on. They came to the crowd at the door and looked in. Mike turned and saw them. With a cry he came toward them and pulled them into the room.

"'Tis Patsy and Billy!" he exclaimed, pushing them forward, "and wid good clothes on. 'Tis little I thought ye'd iver amount to much."

"I'm superintendent of bridges and building on a division of a road out west," Patsy said, with pardonable pride.

"And I'm chief dispatcher on the southern division of the I. C.," Billy asserted.

"Ye're all right, byes," the old man said, "but me daughter is to be married tonight to a man worth two of yez." The old man gulped with the memory, and went on: "He's the only man that I'd iver give me consent to marry Katie. He's the—"

"What position does he occupy?" Patsy asked, wondering if the husband of Katie was to be a millionaire or perhaps the general superintendent of the road.

"He's trackwalker on Siction 44, but he's the only man that iver came after Katie that could lick her dad. Why, he blacked both me eyes and nearly bruk me arm. And wid that he's a fine upstandin' young man and some day he may be a siction boss. It don't do to give a girl to ivery man that comes after her. It's better to wait till the right one comes along. See yez, the beau-utiful pair o' black eyes he gav' me!"

—

Erratum

In the January issue, on page 13, top line, column 3, it was stated that on December 14 there were 35,000 surplus cars on our lines. The correct figure was 3,500

Brakemen and Trackmen Should Better Guard Their Lives

A SURVEY of our fatalities during the year 1920 shows that heavy toll was taken among brakemen and trackmen. Employes in these two branches of the service suffered most from being struck by trains.

The best efforts those interested in Safety can expend during 1921, then, will be to help in keeping brakemen and trackmen from thoughtlessly stepping into danger.

Thirty-four per cent. of those killed last year were brakemen. Twenty per cent. were trackmen. The remaining percentage included 23 other kinds of employment.

Thirty-six per cent. of the fatalities was caused by employes being struck by trains. A similar large percentage was injured from the same cause.

Many of us have watched linemen upon poles stringing or repairing wires carrying high voltage current and

SAFETY DEPARTMENT

Record of Shops, Showing Man Hours Worked Per Injury, November, 1920

Honor Roll Shops are Those Having No Reportable Injuries

This Month's Honor Roll	Injuries	Man Hours Worked	Rank in October
Lima	0	119,757	1
East Dayton	0	61,644	6
Gassaway	0	53,790	Honor Roll
Zanesville	0	37,211	15
Cone	0	36,148	Honor Roll
Haselton	0	31,650	12
Flora	0	27,809	16
Seymour	0	14,307	Honor Roll

Rank	Shops	Man Hours Worked	Number of Injuries	Man Hours per Injury	Rank in October
1	Connellsville	225,430	2	112,715	21
2	Painesville	72,302	1	72,302	Honor Roll
3	Washington, Ind	213,915	3	71,305	8
4	Benwood	135,909	2	67,954	24
5	Chillicothe	130,857	2	65,428	9
6	Rossford	64,488	1	64,488	Honor Roll
7	Cumberland (Master Mechanic)	343,171	7	49,024	23
8	Newark	299,385	7	42,769	17
9	East Chicago	41,061	1	41,061	Honor Roll
10	Ivorydale	161,702	4	40,425	14
11	Somerset	40,250	1	40,250	Honor Roll
12	Lorain	158,932	4	39,733	5
13	Grafton	156,877	4	39,219	11
14	New Castle	112,728	3	37,576	2
15	Holloway	74,923	2	37,461	Honor Roll
16	Glenwood (Back Shop)	225,826	7	32,261	4
17	Glenwood (Master Mechanic)	125,024	4	31,256	13
18	Stock Yards	30,717	1	30,717	Honor Roll
19	Weston	26,094	1	26,094	Honor Roll
20	Ohio River (High Yard)	51,228	2	25,614	7
21	East Side	122,676	5	24,535	19
22	Cleveland	122,504	5	24,501	3
23	Keyser	285,608	12	23,801	27
24	Garrett	175,422	8	21,928	26
25	Lincoln St. (inc. Robey St.)	103,856	5	20,771	10
26	Willard	100,547	5	20,109	28
27	Riverside	192,448	10	19,244	30
28	Storrs	74,206	4	18,551	20
29	Fairmont	80,101	5	16,020	18
30	Martinsburg	28,141	2	14,070	33
31	Cumberland (Back Shop)	130,506	11	11,864	25
32	Brunswick	121,629	11	11,057	29
33	Mt. Clare	481,439	46	10,466	31
34	Ohio River (Low Yard)	71,672	10	7,167	32
35	Sabraton	16,492	3	5,497	22

Total Injuries by Months:

January, 302; February, 239; March, 303; April 282; May, 313; June, 307; July, 307; August, 300; September, 288; October, 259; November, 201.

have marveled at the dexterity and the apparent fearlessness of these electricians. Unconsciously we have thanked our stars that we were not engaged in so seemingly dangerous a task as the man on the pole. Yet in 1920 there was only one electrician killed on our System.

The linemen know the danger that lurks in a charged wire. They wear gloves, etc., to protect them and it is seldom that they discard them when they mount poles. There is just as much danger on a railroad track, yet the thoughtless and careless man discards care and pays the penalty.

O. C. Cromwell

Appointed Assistant to Chief of Motive Power

ON FEBRUARY 1, O. C. Cromwell was appointed assistant to the chief of motive power and equipment.

Mr. Cromwell entered the service of the Baltimore and Ohio as a machinist apprentice in 1878 and has come up to his present position through the successive stages of machinist, draftsman, locomotive boiler inspector and mechanical engineer.

During the year 1920 he was president of the Engineers' Club of Baltimore and his enthusiasm, judgment and tact have been largely responsible for the development of the new club, which now has in preparation permanent quarters in the Merchants and Manufacturers' Building at 24 Light Street. This new home contemplates an office for a secretary, reading, lounging and billiard rooms and a possibility in the future of a restaurant service for its members. It is felt that the central location of the new home will do much to increase the membership and interest in the club, so largely augmented during Mr. Cromwell's term as president.

Mr. Cromwell comes of a well-known Baltimore and Ohio family, his father, Andrew Jackson Cromwell, having been superintendent motive power, Eastern Lines, and all his brothers being in the service also: Andrew G. as ticket agent at Mt. Royal Station, Baltimore; George W. as patternmaker at Mt. Clare; and Jacob E. as apprentice instructor at Mt. Clare.



O. C. Cromwell

Mr. Cromwell wishes us to make as widely known as possible the fact that the Engineers' Club will welcome additions to its membership. The prospects for the formation of a body of engineers in Baltimore which will be a real power in the community and can be used by the City and State to great advantage as an advisory body in its engineering projects, are excellent. Baltimore and Ohio employes whose profession is that of engineer, or who are particularly interested in engineering science, are cordially invited to join. Membership cards may be had from Mr. Cromwell, Room 705, Baltimore and Ohio Building.

Duty Called and Ramsey Answered

ON JANUARY 12, Charles Ramsey, crossing watchman, North Baltimore, Ohio, was notified —through a misunderstood order— that his time was to be cut from 12 to 8 hours a day. But when his eight hours time was up for that day, "Chip," as he is called, did not put on his hat and walk home; he stayed right on the job as usual until after No. 8 had passed.

And it was a mighty good thing that he stayed on, too, for No. 9 would probably have crashed into a team at Main Street crossing; the driver of the team was looking for "Chip" to warn him.

Later it was discovered that an order had been misunderstood, and Mr. Ramsey had been notified of the reduction of time in error. He is still waving pedestrians to stop when a train approaches, and working 12 hours a day as usual.

An Appreciation

Through Baltimore and Ohio Post No. 81, the American Legion, Department of Maryland, gratefully acknowledges the help given at its First Annual Carnival and Dance at the Fifth Regiment Armory on the night of February 8, by 50 young ladies employed by the Baltimore and Ohio.

At their own expense, they furnished the Italian costumes which they wore in the Venetian Tea Garden, and many of them worked steadily from the beginning to the end of the Carnival, performing the difficult task of serving the refreshments. Quite a number also sold tickets and thus contributed substantially to the financial success of the evening.

The names of these girls follow:

Miss Margaret Talbott Stevens, *Chairman*

The Misses—
Rebecca Baker,
E. M. Barker,
A. L. Barnes,
Ruth Belt,
Marie Brown,
Ethel Buckless,
Blanche Broderick,
Lillian Clarke,
Edith Coplan,
Fanny Coplan,
Esther Daley,
Katherine Dempsey,
Reno Dorsey,
Gladys Evans,
Gladys Farley,
Edna Foster,
Lillian Foster,
D. E. Fosset,
Martha V. Fox,
Madeline Gary,
Alice Greason,
Helen Jones,
Kathleen Kavanaugh,
Lillian Leech,
E. H. McMann,
E. T. Murray,
Catherine Miller,
Lillian Nelson,
Adele Pettyjohn,
Margaret Patschke,
Meriam Richmond,
Clara Rinker,
Edith Ritter,
Elsie Russell,
Emily Scott,
Georgia Shelley,
Edna Smith,
Virginia Smith,
Bessie Sprinkle,
Grace Sponsler,
Bertha Stansbury,
Ellen Wales,
Marguerite Walker,
Helen Walter,
Viola West,
Lillian Worthington,
Genevieve Wright,
Dorothy Wulfert.

Prizes Awarded to Supervisors and Section Foremen

BALTIMORE, MD., January 27, 1921.

EDITOR, BALTIMORE AND OHIO MAGAZINE,
Mt. Royal Station, Baltimore, Md.

Dear Sir—In line with policy which has been followed in the past few years, it was announced last summer that prizes would be awarded to supervisors and section foremen for having the best district or section and for showing the greatest improvement in general work. It was decided to award prizes on each division as follows:

For best Supervisor's district..... $100.00
For best Main Line section..... 50.00
For greatest improvement, Main Line section..... 35.00
For best Branch Line section..... 35.00

After inspection had been made and careful consideration given to conditions which were found to exist, the prizes were awarded as follows:

EASTERN LINES

DIVISION	BEST SUPERVISOR'S DISTRICT—$100.00	BEST MAIN LINE SECTION—$50.00	MOST IMPROVED MAIN LINE SECTION—$35.00	BEST BRANCH LINE SECTION—$35.00
Philadelphia	No. 1—C. A. Waskey, Philadelphia, Pa.	M. Natale, Chester, Pa.	M. P. McNulty, Eddystone, Pa.	A. Ferruccio, Childs, Md.
Baltimore Terminal	No. 2—W. F. Berrett, Baltimore, Md.	J. H. Chaney, Halethorpe, Md.	A. Staubitz, Baltimore, Md.	M. Michna, Baltimore, Md.
Baltimore	No. 3—C. W. Selby, Gaithersburg, Md.	W. E. Feighenne, Branchville, Md.	T. E. Arnold, Elkridge, Md.	F. H. Fix, Raphine, Va.
Cumberland (East End.)	No. 2—J. Clay, Hancock, Md.	J. H. Fuss, Hancock, Md.	J. T. Potts, Engle, W.Va.	J. L. Allender, Springfield, W. Va.
Cumberland (West End.)	No. 4—M. S. Sisler, Piedmont, W. Va.	J. S. Rhodes, Wilson, W. Va.	J. Murphy, Terra Alta, W. Va.	
Monongah	No. 16—J. F. Shafferman Fairmont, W. Va.	T. Varner, Walker, W. Va.	A. Lambert, Pennsboro, W. Va.	F. DeFazio, Meadowbrook, W. Va.
Wheeling	No. 2—W. C. Wright, Moundsville, W. Va.	L. Strait, Woodruff, W. Va.	H. Nabb, Boydsville, Ohio.	V. Fellova, Bellaire, Ohio.
Ohio River	No. 1—S. S. Johnson, Parkersburg, W. Va.	S. E. McKnight. Raven Rock, W. Va.	C. McMullen, Waverly, W. Va.	E. L. Carmichael, Ravenswood, W. Va.
Charleston	No. 3—T. J. Conley, Buckhannon, W. Va.	B. King, Ivydale, W. Va.	J. E. Riffle, Walkersville, W. Va.	W. T. Smith, Alexander, W. Va.
Connellsville	No. 2—B. F. Hanna, Rockwood, Pa.	E. T. Emerick, Cooks Mills, Pa.	H. W. Hayman, Rockwood, Pa.	G. Gugina, Listie, Pa.
Pittsburgh	No. 3—C. E. Hanna, Millvale, Pa.	P. Perrone, Ellwood City, Pa.	J. Ercalina, West Newton, Pa.	R. E. Frazier, Marienville, Pa.

WESTERN LINES

Ohio	No. 1—L. A. Pausch.	J. E. Weaver, Greenfield, Ohio.	J. L. Kennedy, Martinsville, Ohio.	F. Weaver, Lynchburg, Ohio.
Indiana	No. 3—T. Rowland.	W. E. Cissell, Montgomery, Ind.	J. T. Gardner, Seymour, Ind.	
Illinois	No. 1—J. Quill.	G. Thomasson, Sandoval, Ill.	J. E. Clevy, Claremont, Ill.	H. E. Shipley, Lakewood, Ill.
Toledo	No. 4—W. O'Brien.	F. Dilsavor, Columbus Grove, Ohio.	H. A. Fogt, Anna, Ohio.	S. M. Allen, Milledgeville, Ohio.
Cincinnati Terminals	T. Mahoney.	J. Sullivan, Winton Place, Ohio.	O. Galvin, Stock Yards, Ohio.	
Chicago	No. 4—J. Clark.	Charles Core, Wellsboro, Ind.	John Dent, Attica, Ohio.	
New Castle	No. 4—C. A. Nunes.	J. H. Rock, Easton, Ohio.	S. Larantano, Kent, Ohio.	S. Glovosek, Painesville, Ohio.
Cleveland	No. 5—C. C. Bierie.	E. M. Morris, Tippecanoe, Ohio.	George Broie, Willow, Ohio.	M. Vargovic, Strongsville, Ohio.
Newark	No. 5—C. H. Royer.	J. Dement, Salesville, Ohio.	G. W. Forbes, Pleasant Valley, Ohio.	R. D. Cozzens, Lowell, Ohio.

It has been found that the practice of awarding these prizes has created a great deal of interest, and has developed keen rivalry. The awarding of the prizes takes place at the end of the year and vouchers are given the winners at the holiday season, an appropriate time to show appreciation for the good work performed by the supervisors and foremen. The prizes awarded this year were more attractive than those granted in previous years, and it is hoped that we will be able to continue the practice and thus maintain the interest of the supervisors and foremen, with the result that we may secure the best possible track conditions.

Yours truly,

(Signed) E. STIMSON,
Chief Engineer Maintenance

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. Graham	Operator	Kanawha Station, W. Va.
J. H. Coulbourn	Passenger Baggageman	Philadelphia, Pa.
George G. James	Conductor	Baltimore, Md.
John F. Wunner	Clerk	New York, N. Y.

Motive Power Department

L. A. Cather	Machinist	Fairmont, W. Va.
W. D. Lenderking	Plumber	Baltimore, Md.
D. J. Reid	Machinist	East Chicago, Ind.
H. W. Oldenburg	Car Inspector	Cincinnati, Ohio.

Maintenance of Way Department

Ira E. Baker	Section Foreman	Kanawha Station, W. Va.
J. J. Price	Account Clerk	Newark, Ohio.
F. A. Taylor	Master Carpenter	Cumberland, Md.
Henry F. Eggert	Track Foreman	Pleasant Plain, Ohio.

Statement of Pension Feature

Pensions have been granted to the following employes who were honorably retired during the month of December, 1920:

Name	Last Occupation	Department	Division	Years of Service
Armstrong, Edward	Conductor	Conducting Transportation	Cumberland	40
Baltz, Ferdinand	Carpenter	Motive Power	Wheeling	39
Cummings, Florence	Telegraph Operator	Conducting Transportation	Connellsville	40
Helmick, John L.	Section Foreman	Maintenance of Way	Charleston	32
McBurney, Henry	Engineer	Conducting Transportation	Pittsburgh	38
Sand, Jacob	Clerk	Conducting Transportation	Toledo	36
Sullivan, John	Section Foreman	Maintenance of Way	Toledo	50
Swepton, Daniel	Cabinetmaker	Motive Power	Indiana	49

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1919, $333,807.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to November 30, 1920, amount to $4,232,740.60.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Capretz, Henry	Bunk Room Att'nd't.	Conducting Transportation.	Chicago	December 12, 1920.	32
Cassell, Peter	Hostler	Motive Power	P. & W.	November 29, 1920.	43
Fullenkamp, John B.	Tinner	Motive Power	Baltimore	December 10, 1920.	48
Gibson, Thomas P.	Brakeman	Conducting Transportation.	Indiana	November 19, 1920.	16
McKissick, Maxwell S.	Carpenter	Motive Power	Pittsburgh	October 9, 1920	32
Page, Jeremiah	Crossing Watchman	Conducting Transportation.	Cleveland	November 27, 1920.	44
Shannon, Patrick	Trackman	Maintenance of Way	Illinois	December 15, 1920.	51
Shiland, James L.	Conductor	Conducting Transportation.	New Castle	December 9, 1920.	37
Singleton, Lilburn	Crossing Watchman	Conducting Transportation.	Illinois	December 5, 1920	10
Spencer, J. V.	Carpenter	Maintenance of Way	Monongah	December 11, 1920.	28
Whedon, Frank	Telegraph Operator	Conducting Transportation.	Illinois	November 21, 1920.	51
Wilkin, J. C.	Agent	Conducting Transportation.	New Castle	December 24, 1920.	19



Assured that our readers will welcome advice and suggestions on the all-important problem of health preservation and life extension, based on the latest advances in medical science, it will be the purpose of this section of the MAGAZINE *to present brief and instructive articles each month by members of the medical staff of the Relief Department. We know our efforts will appeal to our readers. If only a few profit by the advice offered, our contribution to the sum of human happiness will be considerable, and our service of value. The addition of one, five or fifteen years to a life is well worth the task*

The Tubercular Employe

Rigid Examination of All Applicants is Simple Justice for Everybody

By Dr. Frank Dorsey
Medical Examiner, New Castle Junction

ONE of the greatest enemies of the human race is Tuberculosis. The pulmonary form is the most common; however, glands, bones and joints, as well as other organs of the body, are often involved.

Tuberculosis is common in industrial communities, or where large bodies of people congregate in shops and factories. In many instances the working people are more and more crowded together, the working places being extremely unhygienic, ill ventilated, unclean and insanitary. The highest mortality rate from tuberculosis being among the poorer working classes, they become the centers of infection and spread the disease to all other walks of life.

Autopsies have shown that from 70 to 85 per cent. of all people have at some time during their lives been infected with tuberculosis. The fact that more do not succumb to the disease is because our working and living conditions have been improved. The larger industries today have their employes examined by a medical staff and those suffering with the disease are rejected. Hence the great importance of medical examination in reducing the chance of contagion, by examination of all employes.

A concerted fight on the part of the nation against this disease would in time eradicate it completely and at the same time would solve most of the social evils coincident with it.

All persons suffering with tuberculosis and working in intimate contact with fellow employes, throw off the germs by coughing and spitting. As the disease advances the more coughing and spitting is done. The worker often continues at his task as long as he is able, thereby greatly increasing the danger to his fellows, the masses he expectorates drying and being blown about or swept about with a broom.

Here are some of the reasons why tuberculosis sufferers delay in getting proper treatment:

No. 1 said there was no consumption in his family. Therefore, when he got a cough he felt certain it was a bronchial cough and that he would wear it out. By the time he got his mind made up that his cough was due to consumption and that he had better do something about it, his lungs were extensively involved.

No. 2 knew his trouble was just chills and fever—as for the cough, that usually went with malaria—he would take a few bottles of chill tonic and that would fix him.

No. 3 thought his trouble was just a mental error. The people whom he paid for service told him that cough and fever are simply mental errors—that there is no such thing as germs. During the several months when he was chasing the "mental error" tubercle bacilli got their revenge by eating holes in his lungs.

No. 4 consulted a very careless doctor who was just leaving his office for a game of golf. The doctor asked about the fever and the cough, presented a cough mixture and told the man to take one bottle of it and then come back. The man took one bottle and, thinking the medicine was helping him, went to the drug store and had the prescription refilled. After he had had several refills, a careful examination was made, but in the meantime the disease had been making progress.

No. 5 went to see a very busy doctor who listened to the chest without removing the shirt. When the patient finally got an examination with the chest bared, it was found that the disease had made considerable progress.

No. 6 consulted a tender-hearted doctor who did not want to frighten him, so told him that he had bronchitis, to go to bed and eat eggs and drink milk. The patient considered this unnecessary, if he only had bronchitis, and did not carry out the directions.

No. 7 believed in taking lots of medicine. When he had a cough he bought three kinds of medicine and wasted valuable time trying them out.

No. 8 had recently been examined for life insurance and had passed. When he began to cough and the doctor suggested it might be consumption, he scorned the suggestion.

No. 9 had several members of his family die of consumption and he was afraid to be examined.

No. 10 was hard up financially and he tried to work an extra three or four months before going to the sanitarium.

The foregoing are cited to illustrate the absolute necessity of a thorough physical examination at the outset of the cough. As a safeguard to our employes, too much stress cannot be laid upon the necessity of having all new employes examined by the medical examiner before they are permitted to go to work. This is the only safe way of protecting healthy employes from being thrown in contact with a tubercular employe, who could transmit the disease to his fellow, and who, in turn, would give it to his family.

Not a great many years ago, when the physical examination of employes in industrial concerns was first advocated, it met with every form of objection. Today it is recognized as one of our greatest efficiency measures, as well as the most advanced public health movement which can be adopted. Every employer should see to the health supervision of his working force in order to discover and remove the tubercular employes.

In combating tuberculosis, the ventilation, including dust removal, temperature and humidity, and cleanli-

ness of the working places, are the three most important conditions for industry to consider.

Much more could be said relative to causes, treatment, etc., as it concerns us—the Railroad employes—but space will not permit. There are two rules which everybody should bear in mind, namely: Watch the cough and consult a doctor before it is too late. If in the shops, on the road, or wherever you may be, you are thrown in contact with an employe who, you suspect, has tubercular trouble, use your utmost endeavor to have him consult a physician before it is too late and before he infects you and other employes.

—

Tonsilitis

A One Minute Joke

(After it's Over)

By T. H. M.
Indiana Division

DID you ever have tonsilitis? It's a dude. The word is derived from the word "Tonsorial," meaning "barber-us," and with the suffix "it-is" we have the word "Tonsilitis," meaning "it is barberous."

It is a cross between Bubonic plague and an operation for gall stones. Highly magnified the germ resembles the starfish. Hence the safest results are obtained by viewing it through a telescope.

One afternoon during the melon-cauliflower days of January, I had a suspicious feeling among those subterranean fungi growing on the edge of my gullet, and my stomach felt as if I had swallowed a hot rivet. I went to the blankets while friend wife 'phoned for a pill shooter, and as my favorite was out of the running that day I drew a dark horse. He was an old rat and had a fern that looked like a snowball growing on his chin. He also carried as fine a case of sniffs as I ever heard. I'll bet that old squirrel could pick up a trail eight days old.

He asked me to put my tongue out in the perspective while he adjusted his peep sights. "Ah," said he at the first squint, "now put your tongue out a little further." I had it run out like an ant eater's then, so I said, "Doc, I'll have to unhook'er if I do." He said the seat of my trouble was the patches on my tonsils and I told him that most men's troubles now-a-days are patches on the seat. He either didn't hear me or it got through him, so I gave him credit for an error. He left some white tablets and told me to take one right away. I did and felt like a monument man swallowing one of those white slabs in a cemetery.

What a grand thing if nature had only fastened our tonsils on a rubber band so that we could pull them out when they get sore, hold them between our teeth, scrub them with a tooth brush and a little pumice stone, spray them with corrosive sublimate and let them snap back in place.

I asked that old toxin hunter if he wouldn't give me one of those triplicate tickets on the subway trunk line to the corner drug store. But he only smiled and said there was nothing moving on the J. B. line, so I lost my only chance to open the sea cocks on a demijohn of the forbidden flavor.

Every day that old boy would crawl into my pest ward, give my throat the once over and leave. He was raising the high cost of trying to live for me. I remember he bought a new touring car shortly after I was sick and I think I bought half the engine anyway.

After two weeks in the quilts I arrived at the rocking chair and broth stage and then one day that old calomel hound recommended a long cruise in the Caribbean Sea to recuperate. I told him I didn't Carribbean away from home so long. He didn't even fumble that one so I put a 2 in the error column. He never took me out in that new car and I'm sore, even though I did recover.

Instead of Paying Rent He Bought a Home

406 Grand Avenue,
Cumberland, Md.,
January 8, 1921

Mr. W. J. Dudley, Superintendent,
Relief Department,
Baltimore, Md.

Dear Sir—On the 5th instant I disposed of property located at Shenandoah Junction, W. Va., that I had purchased through the Relief Department in 1917.

Am writing to thank you gentlemen for the care and financial help I have had through the department.

Prior to the time I was granted a loan of $900 by the department, I was residing in Cumberland and paying $25 rent per month; when I purchased said property I only had $25 of my own money to invest.

I received $2,000 for property, cash in hand, and had the use of the home for three years.

Again thanking you gentlemen for caring for me through sickness and financial troubles, and wishing you all the blessings of the New Year, I am, a booster of the department.

Very respectfully,
(Signed) Carl White.

Keeping Up With The Jones's *By Pop Momand*



By courtesy of The Associated Newspapers, New York City.



ROBERT M. VAN SANT, *Editor*
MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Helpful Publicity

Hundreds of millions are spent each year on advertising. Through a single issue of a single publication, the printed word now carries the message of the seller to a tenth of the people of the country. But back of this salesmanship through advertising still stand the personal selling organizations, the men who carry the sales message verbally from the seller to the buyer.

Often in these columns we have mentioned to our employes the possibilities of individual salesmanship of our Railroad service. "Ask your friends to try the Baltimore and Ohio" is the gist of this.

There is yet another avenue of salesmanship of Baltimore and Ohio service open to many employes. It is typified in a newspaper article on my desk, a two column account in the *Daily Democrat* of Doylestown, Pa., of January 20, giving a full and attractive account of our Safety rally of the preceding night in Philadelphia. T. L. DeLand, of our Police Department at that point, writes us that he was instrumental in having this article published.

Reading this article, a possible user of Baltimore and Ohio service would get this impression:

"The Baltimore and Ohio Railroad is progressive. It has proved the importance and value of its Safety work by the reduction in fatalities and injuries shown since this work was started. It must be a Safe Road. This presupposes the help of its employes, without whom these results could not have been accomplished. Further to interest *all* its employes in the importance of the Safety work, the Railroad is giving these rallies, full of instructive and entertaining features, and inviting all employes to attend as its guests. At Philadelphia, the demand for tickets was so great that a larger hall than the one originally engaged had to be secured to hold the over 1,500 railroad men and members of their families who attended. This is cooperation and enthusiasm. It is bringing the Railroad closer to its workers and *vice versa*. It is making their interests more nearly identical. It is helping smooth out any wrinkles which may exist in the big railroad machine. Everything of this sort creates better working conditions, greater harmony, smoother operation, better service."

And, almost inevitably, the conscious or subconscious conclusion of the reader is:

"I guess that is a pretty good Railroad for me to use."

Stationed in practically every city and town on the Baltimore and Ohio are men capable of preparing publicity favorable to the Railroad and its employes, publicity such as is illustrated in this article. Among these are the correspondents of the MAGAZINE.

The Railroad, both in its physical structure and its personnel, is so big, its operations are so manifold, the people and the things it touches in its everyday activities are so many and so interesting, that literally every day men with noses for news could find stories about it attractive enough to make newspaper editors want to use them.

It is the belief of many prominent men not connected with or interested in the Baltimore and Ohio that our Railroad is a leader among all railroads in its ideals of better service. Getting this truthful message home to the reading public in the form of newspaper articles calling attention to social meetings of employes, to courtesy acts on the part of employes, to special service facilities offered by the Railroad to shippers and passengers, and to other interesting items of this nature, is an important and practicable task. Work such as this cannot be organized at this time. It can, however, be carried on effectively if the correspondents of the MAGAZINE and other employes who appreciate the value of good publicity, as individuals, see to it that nothing creditable to our Railroad organization escapes the attention of the reading public in the newspapers.

If Every Engineer

Recently a chance acquaintance at lunch proved to be the son of a Baltimore and Ohio Railroad locomotive engineer. A salesman by trade, he does a great deal of traveling these days at his company's expense. Those former days when his father's affiliation with the Railroad made him, as a dependent member of the immediate family, eligible for the pass privilege, have not, however, been forgotten. Said the son:

"It used to be that when going out of Baltimore, east or westbound, I sometimes travelled on the trains of one of the Baltimore and Ohio's leading competitors. Dad checked up this part of my work, however, and kept after me so hard that now I hardly dare ride any other trains than those of the Baltimore and Ohio."

If every engineer, and other employes, with the natural loyalty which years of service with the Baltimore and Ohio develops, would take this kind of active interest in getting passenger business for our Railroad, orders for new passenger equipment would be more than ever necessary and there would be more work for engine crews.

George Washington

By Elbert Hubbard

Nobody knows just what a genius is or just what he may do next, he boils at an unknown temperature and often explodes at a touch. He is uncertain and therefore unsafe. His best results are conjured forth, but no man has yet conjured forth a Nation—it is all slow, patient, painstaking work along mathematical lines. Washington was a mathematician and therefore not a genius. We call him a great man, but his greatness was of a sort in which we can all share; his virtues were of a kind that, in degree, we, too, may possess. Any man who succeeds in a legitimate business works with the same tools Washington used. Washington was human. We know the man; we understand him; we comprehend how he succeeded, for with him there were no tricks, no legerdemain —no secrets. He is very near to us.

We know all of Washington we will ever know; there are no more documents to present, no partisan witnesses to examine, no prejudices to remove. His purity of purpose stands unimpeached; his steadfast earnestness and sterling honesty are our priceless examples.

We love the man. We call him Father.

Though Not One of Us He Is One with Us.

Several years ago a young employe of the Baltimore and Ohio received an attractive offer from a large industrial concern and accepted it. He asked that the MAGAZINE be sent to him and his request was complied with because we know that the deep interest he had always displayed as an employe of the Railroad would continue with him in the new position.

It was refreshing, therefore, to get from him a letter dated February 1, and reading in part as follows:

> "My name is on your 'free' mailing list for the BALTIMORE AND OHIO MAGAZINE. With the conditions confronting railroads at this time I know every possible economy must be effected and undoubtedly you are being pressed to reduce to the lowest possible point. The result of striking my name from your mailing list is infinitesimal but it is the little drops of water that make the ocean, and if the Baltimore and Ohio were my own personal property I should want things even so small as saving one copy of the MAGAZINE given attention. Another employe of the Road has promised to send me his copy when he has finished with it. . . &c."

The letter tells its own story and makes us wonder how many of us earning our living on the Baltimore and Ohio can point to instances for which we have been responsible and which show the same degree of interest in our organization as is manifested by the thoughtfulness of this outsider.

The Pangs of Hunger

Writing in the New York *Tribune* of January 24, Victor M. Shapiro says Mr. Leopold Auer has made a statement that the greatest violinists of the world have been those who have suffered the pangs of hunger in their youth.

Although Mary Schaefer, the young girl who has gone on a hunger strike, eating the Hoover starvation ration, in order to be an example to the rest of us, has done this voluntarily, perhaps within the heart of these European countries may reside some future geniuses who will look to America always as their guiding star.

International courts, diplomats, may try to adjust world relations, but Hoover's method and Mary Schaefer's unselfishness are a bond of more lasting relationship.

Abraham Lincoln

By James Russell Lowell

Here was a type of the true elder race,
And one of Plutarch's men talked with us face to face.
I praise him not; it were too late;
And some innative weakness there must be
In him who condescends to victory
Such as the Present gives, and cannot wait,
Safe in himself as in a fate
So always firmly he:
He knew to bide his time,
And can his fame abide,
Still patient in his simple faith sublime,
Till the wise years decide.
Great captains with their guns and drums,
Disturb our judgment for the hour
But at last silence comes;
These are all gone, and, standing like a tower,
Our children shall behold his fame,
The kindly, earnest, brave, foreseeing man,
Sagacious, patient, dreading praise, not blame.
New birth of our new soil, the first American.



Adam Abel—Brakeman.

"Inasmuch as ye have done it unto one of the least of these—"

Boarding the train at a small station just outside of Baltimore one Sunday afternoon recently, I took a seat near the front of the day coach. Before we started moving two little colored children, the girl four and the boy six years, perhaps, ambled into the narrow vestibule and stood hesitating, where many of the people in the front of the car could see them. Then came the brakeman, lifted up the little girl by her arms and placed her gently on the long plush seat facing the rest of the car. The boy followed and climbed up alongside his sister. Lastly, there shuffled through the vestibule an old negro mammy, their grandmother, probably, who took her seat beside them.

She was very dark and, except for the sincerity and affection stamped on her features, and the cleanness of the cottons she wore, very homely. The children were pretty, very light, and with hair and features more like those of an Indian than of a negro. Later, I believe, I was the only one who saw the brakeman unobtrusively slip a copper or two into the hand of each child.

Interested in his attitude toward these passengers, I asked him if he knew them.

"No," he replied, "I never saw them before, but they wanted to get off at Mount Winans and as the train does not stop there, and we have to take them to Baltimore, I felt sorry for them."

This did not explain his unusual thoughtfulness in carrying the bewildered little girl to her seat, for at that time he did not know their destination.

Later I found out the brakeman's name, Adam Abel, and although I don't know a thing about his service record or about him except as I saw him on that occasion, I am willing to wager that he stands high on the records of the Railroad and in the esteem of his associates and officers, for he has a big heart and looks out for the comfort and safety of children and old folks, whatever their color.

Jim and Bill went up the hill,
Left Safety far behind 'em,
Jim came down with a broken crown
And Bill—they never did find 'im.

Looking to Future Equipment Needs

From statistics published in the annual review number of the *Railway Age*, it appears that the number of locomotives built for domestic service in 1920 was smaller than in 1919, but the number ordered was nine times larger. The number of freight cars built was not as large as in 1919, but the number ordered was three and one-half times larger. The number of passenger train cars built was almost twice as large as in 1919, and the number ordered four times as large.

Baltimore and Ohio Plays Big Part in Success of First Annual Carnival of American Legion in Baltimore

DESPITE the fact that the membership of the Baltimore and Ohio Post of the American Legion is still small, its members and other Baltimore and Ohio officers and employes who cooperated with them, played a big part in the success of the First Annual Carnival and Dance of the Associated Posts of Maryland on the night of February 8 at the Fifth Regiment Armory. Any Baltimore and Ohio employe present that evening must have felt decidedly at home for wherever one looked he was bound to see familiar faces.

President Daniel Willard and Chief of Motive Power George H. Emerson, who were both colonels during the war, served as vice-chairmen on the Honorary Committee of which Governor Ritchie was chairman. Neither could be at the carnival but each otherwise evidenced his interest in it and in the successful participation of our Post. Other of our officials contributed generously through the purchase of tickets and through effective cooperation in other ways.

One of the hits of the evening was the Venetian garden, which occupied the east end of the armory. The beautiful scenery which was used by the Maryland Institute for their Venetian Carnival of mid-January was kindly loaned for the occasion. It was effectively lighted with subdued and multi-colored lights and the effect was beautifully enhanced by the placing of hundreds of stately palms at the entrances. These palms were loaned through the courtesy of the Baltimore City Park Board.

Fifty of our Baltimore and Ohio girls had charge of serving the refreshments in this attractive setting. They had been recruited by Miss Margaret Talbott Stevens, associate editor of the BALTIMORE AND OHIO MAGAZINE, and they gave unselfishly and willingly of their time, effort and money to play their part well. The pictures of a few of them are shown in the accompanying cuts and be it known that the girls purchased the material for and made the rich Italian costumes in which they appeared. Many of them were also active in selling tickets and not a small part of the several hundred dollars which the Baltimore and Ohio Post No. 81 will probably realize as its share of the proceeds of the affair, will come as the result of the efforts of these girls.

Miss Ethel Buckless, of Vice-President Galloway's office, won special distinction by selling 300 packages of candy at 10 cents a package.

The purpose of the Carnival was to raise a sufficient amount of money to place the individual posts participating and State Headquarters in such financial condition as to enable them to do their duty by their disabled and sick comrades of the World War. A magnificent start has been made toward this end and the Dance Committee of the Legion in Baltimore extends its sincere thanks to the many individuals and departments of the Railroad which contributed so effectively.

Baltimore and Ohio Officers Visit Berkeley Springs

A HEARTY welcome was given to our Cumberland and Baltimore officers by the Board of Trade of Berkeley Springs on January 6. It was the occasion of a visit of mutual interest to the Railroad and to our shippers and patrons at that point. Those in the visiting party were: W. F. Richardson, general freight agent; M. J. Bishop, industrial agent, both of Baltimore; C. W. Van Horn, superintendent; E. C. Grove, trainmaster; E. C. Drawbaugh, division operator; J. L. Hayes, division freight agent, and Traveling Freight Assistant Hice.

Mr. Richardson presided as chairman of the meeting, and explained the object of the visit: a closer acquaintance with shippers and patrons, the exchange of ideas on the



Some of the fifty Baltimore and Ohio girls who helped at the Legion Carnival



Dainty Italian maids are these three, who helped serve refreshments in the Venetian Garden at the American Legion carnival. They are, left to right: Adele Pettyjohn, Freight Claim Department; Lillian Foster, Transportation Department; Gladys Evans, Freight Claim Department

rendering of better service, freight handling, etc. Mr. Hayes and others endorsed the statements of the chairman. G. W. Biser, president of the Board of Trade, and others of his staff addressed the meeting and expressed their pleasure at meeting these men from the Baltimore and Ohio. Among other commendations, the Board of Trade complimented our freight and ticket agent, W. T. Edmiston, for his faithfulness and good services during the many years at Berkeley Springs. The Board of Trade thanked the officers for their visit and extended to them the invitation to "call again."

"Bulletin 70" Brings Three Thousand People to Cumberland Theatre*

"BULLETIN 70," the Safety moving picture which is being shown at various points on the System, was shown in Cumberland, Md., on the night of January 21. Nearly 2,400 Railroaders and their friends were fortunate enough to be allowed entrance to the Maryland Theater to see the picture, while about 1,000 were turned away. The doors were closed before eight o'clock and no magic words could open the heart of the doorkeeper or the doors themselves.

In the boxes to the left sat the visiting officers, while showing our patrons to their seats were the ushers, our own attractive Railroad girls from the Cumberland offices: Misses Mary L. Hollen, Genevieve I. Price, Ora A. Bauer, Gertrude Smith, Susan Rossworm, Vada Drumm, Alice Cronin, Shirley J. Roemiser, Georgia McCarty, Cleo Waffer, Winifred King, Regina Taylor and Margaret Burns.

But we had not long to wait. It must have been exactly on the stroke of eight that the magic curtain went up, displaying to all the world the Cumberland Shop Band in its uniformed magnificence. To those who were privileged to hear it, no world-famous music from the band of John Philip Sousa would have fallen upon their ears with sweeter notes—for this was our own. Then, to add a touch of patriotism to the spirit already prevalent, the audience arose and sang "My Country, 'Tis of Thee." One could almost imagine the very walls were vibrating as childish voices rang out above those of their elders with the words:

"I love thy rocks and rills,
Thy woods and templed hills,
My heart with rapture thrills
Like that above."

The mayor of Cumberland, Dr. Koon, then stood before the footlights and welcomed to town "Bulletin 70," together with its accompanying program, so splendidly wrought out by E. C. Drawbaugh, division operator, Cumberland, assisted by E. J. Soener, chief clerk to division accountant. Scarcely had the applause died away when it was doubly renewed at the appearance of Raymond C. Thuss, whose "Asleep in the Deep" was well rendered. "Be-ware! Be-e-e-ware!" echoed the voice of a youngster, puffing himself up like a balloon and growing purple in the face in an effort to imitate the soloist.

Arthur D. Gans, picture exhibitor and "Safety" magician, entertained old and young with his marvelous tricks. Colored handkerchiefs, flags, tubes and boxes played their parts.

"How does he do it?" frankly asked the children.

"Pretty clever," said the men. There was the wedding of Mr. Green and Miss

*Stories on several of the other entertainments featuring "Bulletin 70" at various places on the System have been received, but lack of space prevents our giving them more than brief notice. We sincerely thank the writers for the trouble and interest manifested in sending the stories in.

White, their love affair, their marriage, the trouble made for them by the mother-in-law; finally came the funeral of the mother-in-law, and Mr. and Mrs. Green lived happily thereafter with three little Greens. Then came the Safety First lunch kits, all in a row, and lastly the Baltimore and Ohio Safety emblem on a silk banner that sprung out from nowhere.

Following this exhibition, E. F. Warner gave a bass solo. From the depths his voice seemed to come, and his selection was greatly enjoyed.

"I laid my head on the railroad track
I thought of my gal and I pulled it back—
Swe-e-t Mamma!"

sang a quartet with such spirit that peal after peal of laughter resounded through the house. Another selection by the band brought forth much applause, as did the rendition of a number of pleasing numbers by The Cumberland Quartet; C. L. Colley, H. E. Childs, R. C. Thuss and John Gorman, Particularly enjoyable were "I Want To Go To Sleep And Wake Up In My Mammy's Arms," and the imitation of musical instruments, a feature that had been enjoyed by those who attended the Martinsburg Veterans' banquet on the night before.

Again there flashed upon the screen the words of a song, and in another moment the air was ringing with "There's A Long, Long Trail A-winding," led by W. F. Braden, Safety Department, and sung first by the galleries, then by the entire audience.

Master of ceremonies was Blacksmith Foreman J. V. Lucas, who, in introducing the next speaker, John T. Broderick, superintendent of Safety, presented him with a piece of music entitled "Safety First," composed by Signor Deluca, leader of the band. Mr. Broderick gracefully accepted the gift, then made his address on Safety, emphasizing the fact that the safety of employes depends in a great measure upon home influences.

"A sound body and good health," said Mr. Broderick, "are the greatest blessings in the world. It is unfortunate that so many people do not appreciate these blessings, and, therefore, do not possess them.

"The divisional Safety Committees are composed of approximately 1,500 men, through whom we are enabled to prevent many unsafe practices on the Railroad.

"During the World War we lost 48,000 lives in battle or as a result of wounds received therein. But 126,000 men, women and children were killed through accidents—220 lives for every 24 hours. When we think of this, it is high time to correct unsafe practices.

"The great value of human life was recently demonstrated in Philadelphia." (Mr. Broderick then related the facts of the case of Joseph Sweeney, who gave his blood in transfusion in the effort to save a fellow workman. The story of this was told in the January issue of the MAGAZINE.)

"We have on the Railroad," continued Mr. Broderick, "three classes of men to deal with. There is the man who is naturally safe and who helps to educate those less fortunate than himself; the man who is not naturally safe, but who through obedience to rules becomes a Safety man; the impossible man, who scorns and laughs at rules and orders. When these last named persons are persistent, they become a menace to themselves and to the Railroad.

"The thing we need most is constant enthusiasm. Let me urge upon you to take more interest in the work. Give it your thought and you will be rewarded. Let me urge officers to see that the men under their supervision are furnished with the Book of Rules. When in doubt, take the safe course."

Following the address of Mr. Broderick came the showing of the picture, "Bulletin 70," which has been described in a previous issue of the MAGAZINE. That the picture was a good one was evidenced by the sighs of satisfaction from the "regular movie fans"—the kind who sit behind you in the theater and read aloud the art titles into your unsympathetic ears. Ah, yes, they were there, but nobody minded, for they were "just our folks." The value of the picture cannot be measured in words of appreciation from those who witnessed it, but by the reduction in accidents during the weeks and months to come.

In the lobby of the Fort Cumberland Hotel, a few moments after the entertainment had come to a close, one might have seen a steady stream of people passing up and down the staircase: those going up were on their way to the dance hall, those coming down were on their way home, for they had seen, to their disappointment, that the corridor upstairs was already filled with merry-makers and that there was not room for a larger crowd on the dancing floor. Standing in the center of the lobby with Mr. Broderick were Superintendents Scheer and Van Horn, and W. L. Robinson, superintendent of fuel and locomotive performance, watching the gay kaleidoscope of the stairways and giving hearty handshakes and merry smiles to those who pushed from the crowds to meet them.

Soon the strains of music from the floor above was answered by the patter and glide of footsteps, not only upon the waxed floors, but even from those who looked on, for when the Shop Band played, no foot could stand unmoved, and these kept time in glad anticipation. The grand march was led by Mr. Broderick and Miss Rossworm. Then came a one-step, a fox trot, waltz, fox trot, one-step, fox trot, waltz, then an old-time quadrille; our forefathers never stepped to more lively tunes, nor was the minuet of our grandmothers more enjoyable than this.

Busiest Season for Glee Club

BACK in the fall of 1913 three or four devotees of the lyric muse who worked in Camden Station were wont to gather of an afternoon and enjoy a few strains of close harmony before leaving their offices for the day. Probably no one of them thought that seven years later the Baltimore and Ohio Glee Club, organized through these informal matinees, would still be flourishing. Yet the Glee Club is now in the midst of its busiest season.

Since the annual concert on May 17, 1920, the following engagements have been filled:

June 16—The Episcopal Church at Harrisonville, Md.

July 28—Baltimore Press Club.

October 19—The Presbyterian Church at Roslyn, Md.

October 29—Monument Street M. E. Church, Baltimore, Md.

November 22—Belvedere Royal Arch Chapter, Masons, Baltimore, Md.

December 7—Fayette Street M. E. Church, Baltimore, Md.

December 9—Walbrook M. E. Church.

December 13—Soldiers' Hospital at Fort McHenry, Baltimore, Md.

January was another big month in the history of the Club, concerts being given at the annual banquet of the 10, 15 and 20 year men, Consolidated Gas and Electric Company on January 15, 22 and 29.

Almost all of the concerts given during the current season have brought revenue into the Club's treasury, and the Club is now on a good financial basis.

Beside the fun of the singing and the social intercourse afforded by the entertainment features at the concerts, the members of the Club feel that in an altogether enjoyable way they are making a creditable reputation as Baltimore and Ohio men among Baltimoreans not connected with the Railroad, even though the Club does not, of course, officially represent in any sense the Baltimore and Ohio.

The Club has the best balance of voices in its history, but additions to its membership of men in service of the Railroad who like music and have reasonably good voices, are always welcome. Mr. Hobart Smock is still directing the singing and Mr. Alderson Mowbray, of the Peabody Institute, is the accompanist.

My Own

(Harold Vinol in Contemporary Verse)

Oh, I must answer to a name
And live upon a certain street,
And stairs within a dingy house
Must bear the burden of my feet.

Still, when the night is dim and sweet,
In dreams I roam the silent hills;
Where aisles of shadow, vague with light,
Are petaled soft with daffodils.

I foot it through the silver dark,
I shout aloud to field and tree;
And all this gypsy heart of me
Is longing, longing to be free.

Oh, I must answer to a name
And live upon a certain street;
But who shall take my dreams from me—
Or keep my life from being sweet!

Freight Traffic Officers Entertained by Newark Chamber of Commerce

THREE columns of the Newark, Ohio, *American Tribune* of January 7 were devoted to an account of a gathering of the business men of Newark and the officers of the Baltimore and Ohio on the preceding evening. We regret that lack of space prevents reprinting the whole account of the meeting. It is needless to say that affairs of this kind are mutually helpful to the Railroad and its patrons.

The dinner, given by the Newark Chamber of Commerce, was preceded by an automobile trip over the city and a visit to industrial plants and other points of interest.

The visiting guests included C. W. Galloway, vice-president and general manager; George H. Campbell, assistant to President Daniel Willard; H. R. Lewis, freight traffic manager; Harry O. Hartzell, manager Commercial Development; P. D. Freer, general freight agent; G. W. Arnold, industrial agent; E. A. Peck, general superintendent, Cleveland; J. C. Miller, freight tariff agent; H. G. Kruse, division superintendent; C. D. Douglas, traveling freight agent; C. R. Potter, local agent; H. H. Wilson, chief clerk; E. N. Kendall, division freight agent; R. N. Begien, general manager, Western Lines; J. S. Carrothers, F. J. Kohle, B. R. White and C. C. Ritberg.

During the course of the dinner, an interesting program was rendered by leading musicians of the city. Following this were speeches by the following: W. W. Davis, president of the Chamber of Commerce; C. W. Galloway, vice-president, Maintenance and Operation, Baltimore and Ohio; George H. Campbell, representing President Willard; H. R. Lewis, freight traffic manager; H. O. Hartzell, manager Commercial Development; Frank L. Beggs, ex-president of the Chamber of Commerce.

Mr. Davis gave a hearty welcome to the Railroad men; Mr. Galloway gave some vital facts concerning the business outlook of today, urging cooperation and fair play; Mr. Campbell spoke of the relationship existing between the Railroad and its shippers, and of the industrial activities of the city of Newark; Manager W. I. Irving, of the Chamber of Commerce, read a letter from President Willard, in which he expressed regret because of his inability to be present, and emphasized the desire of the Baltimore and Ohio to be a "good neighbor"; H. R. Lewis gave a talk on railroad problems and of the saving of thousands of dollars to the Company through the splendid cooperation of shippers; Mr. Hartzell touched particularly on the industrial, agricultural and geological features of the Baltimore and Ohio, its resources, and the industrial surveys which have been made; Mr. Beggs touched upon the duties of citizenship and said that each man has a share in the solving of domestic problems.

The meeting was closed by a vote of thanks given by the Chamber of Commerce to the officers of the Railroad for their visit.

C. E. McGann, Master Mechanic, Pittsburgh

Effective February 1, C. E. McGann was appointed Master Mechanic, Pittsburgh Division, headquarters Glenwood, Pa., Mr. W. C. Burel, resigned.



FOREIGN FREIGHT AGENTS, ON ROOF OF BALTIMORE AND OHIO BUILDING, BALTIMORE, DURING THEIR MEETING, OCTOBER 22 AND 23, 1920

The visiting railroad men were greatly impressed by the facilities of the harbor of Baltimore, our coal piers at Curtis Bay, general freight piers at Locust Point and the new grain elevator of the Pennsylvania Railroad at Canton, all of which were inspected.

In the picture, left to right are, upper row: H. G. E. Pansius, F. F. A., Delaware Lackawanna and Western, New York; A. F. Roloson, E. & I. R., Baltimore and Ohio, New York; C. M. Colberg, T. F. A., New York, New Haven and Hartford, New York; J. W. White, F. F. A., Southern, New York; W. T. Moore, F. F. A., Baltimore and Ohio, Baltimore, Md.; T. Stackpole, D. F. A., Pennsylvania, Baltimore, Md.; C. E. Lodge, F. F. A., Erie, New York; E. J. Bauer, Superintendent Lighterage, Erie, New York; H. H. Scharf, Superintendent Elevators, Erie, Jersey City, N. J.; E. M. Snell, E. & I. A., Erie, New York.

Middle row: J. H. Carroll, A. G. F. A., Baltimore and Ohio, Philadelphia, Pa.; Harry Atkinson, F. F. A., Baltimore and Ohio, Philadelphia, Pa.; M. W. Pryor, A. F. F. A., Baltimore and Ohio, Baltimore, Md.; T. Y. Newman, F. F. A., New York Central and Hudson River, New York; E. L. Plummer, A. F. F. A., Pennsylvania, New York (now Chicago); G. N. Whelpley, F. F. A., Lehigh Valley, New York; A. J. Ball, F. F. A., Pennsylvania, Philadelphia, Pa.; T. C. O'Brien, Armour Grain Co., New York; R. F. Feist, District Representative, Pennsylvania, New York.

Front row: J. D. Berry, Jr., Lighterage Agent, Pennsylvania, New York; S. D. Riddle, C. F. A., Baltimore and Ohio, New York; F. F. Farrar, G. A., Boston and Maine, Boston, Mass.



Martinsburg Veterans Have a Jolly Good Time at their Annual Banquet

By Aunt Mary

"WOMEN folks," sez Ezra, puffin' at his pipe on the night when I told him I had my head plumb sot on goin' to that Veterans' banquet at Martinsburg, "women folks what goes trapesin' around to foreign cities in the dead o' winter when they ought to be a-settin' at their own firesides aint got the sence what the Good Lord give to a plain, ordinary tin-can-eatin' billygoat!"

Now this was pretty harsh language for my Ezra, an' it's only when I say somethin' about goin' away that he gits het up enough to talk that way. I jus' takes it that men-folks is such helpless critters, that's why they hates to see their women folks leave home. So Ezra tried his beatenest to persuade me from goin'.

"Ezra," sez I, determint like, "you needn't try to hide your own selfishness behind none o' that philisophisin' about billygoats; I know plumb well that it's only because you be too lazy to cook your own breakfast while I'm gone, now aint it?"

Ezra cleared his throat.

"Mary," sez he, sorter sheepish-like, "I'll admit that I'm about the worst hen-pecked man in Baltimore, an' I'm a big fool for lettin' you go, but when I know that you got your heart in the Veteran Association, ef I don't let you go, I'll have a dead woman on my hands, and, b'lieve me, funerals is too expensive nowadays."

"Right," sez I.

So next morning, which happened to be January 20, I packed my carpet bag, an' that afternoon I set out on Number One for Martinsburg.

I took a seat near the front. Pretty soon another lady got on an set 'longside of me. She just looked sorter like a Railroad woman, so, by an' by, I sez to her, "Be you a Railroad lady?"

"Yes, ma'am," sez she, "my man is a en-gi-neer, an' I'm goin' to Martinsburg"

"Me, too," sez I.

"Aint that grand?" sez she. "Have you got any children to home?"

"Glory be!" sez I, "No, ma'am, I aint, an' excusin' Ezra, I aint got no husband."

"Is tha-a-t so?" sez she, terrible put out at the idee, "Why I jus' imagined that you lived in the country an' raised turkeys for a livin'."

I dunno what else she mighta said if Mister Bowers hadn't come along jus' then.

"Hey, there, Aunt Mary," sez he, "where be you goin'?"

"Same place as you," sez I, fer as you know, Mister Bowers is president of the Baltimore Veterans.

"I'll be Jim-swiggled," sez he. "Well, I'll see you tonight." And he went on into the smoker to set with Mister Sturmer, the grand president, an' Brother Holmes, an' to smoke some cigars that some o' their Veteran friends wished on 'em. (I'll tell you I'm glad that smokin' cars wuz invented an' we womenfolks don't have to endure that terrible sensation of bein' in a rope fact'ry while men is smokin' gift cigars.)

A little way back there set Conductor an' Missus Culbertson an' their pretty little daughter, who wuz all goin' to the banquet too. In fact, if I aint been mistaken, I heard Mister Culbertson say that the whole family hadn't 'et nothin' since the day before, so's they could save their appetites fer the banquet.

When the train pulled in at Martinsburg, there wuz lots an' lots of Veterans a-waitin' to see who'd come down from Baltimore. Assistant Foreman Stephens wuz a-waitin' there to take me home to see his wife an' children, an' I kin tell you he's got a fine family. Matilda, his daughter, she goes to high school—I know it's high, 'cause I seen it, an' it looked awful high to me. William, the little feller, is as fat an' jolly as he kin be—why they say that he kin eat 14 boiled eggs in one day. They tell me, too, that William and his friends build all kinds of houses in the back yard an' put in heatin' plants with old wash-boilers an' garden hose. The biggest boy, Harry, is away at Morgantown, goin' to the University an' gettin' a grand ejjycation. Mrs. Stephens showed me all over Martinsburg. I seen the high school, the ward schools, the woolen and hosiery mills, an' a great number of imposin'-lookin' residences. They've got a nice little theater, too, an' dry-goods stores, an' everything just like 'tis at home in Baltimore.

The banquet wuz held in the Y. M. C. A. an' when we got there the folks had commenced to pour in from all sides. It 'peared like I hadn't ever seen so many folks all to once. An' everyone wuz howdyin' to everybody else, while the soun's of music issued forth from the pianny. When I looked over to see who it wuz that wuz playin,' I couldn't see a-tall, for there wuz so many people standin' round the pianny. Sez I to myself, "Here's where I'll get a peep at the 'blonde belle,' or the 'village vamp,' ef I have to break my neck a-doin' it." But what do you reckon? I never wuz so mistook in all my life. When I finally made my way through the crowd, there set the blackest little pickaninny at that pianny, a-rollin' the whites of his eyes 'round to where the blacks oughter be, an' a grinnin' like a Cheshire cat, an' a-playin' that pianny to the tune of "Old Black Joe," "Suanee Ribber," "Old Kentucky Home," an' all them old-time pieces. It sure wuz fine, even ef he did play most of the bass on three or four keys. They told me that some of the folks around Martinsburg noticed his nachural ability in a musical direction an' now they're payin' to have him taught music, an' he's only been takin' lessons fer about 2 months. He didn't b'long to the 'Sociation of Veterans, but I'm a-tellin' you, he sure is musical.

"Say, Aunt Mary," sez Mister Stephens, "do you want to take a peek at the dinin' room tables afore they start eatin' offen 'em?"

"Yes, sir," sez I, turnin' my feetsteps in that direction. There wuz the tables 'ranged all 'round the room an' down the center. There wuz flowers all set up in pretty vases, an' candles, all lit up; there wuz pickles, an' jelly, an' potato salad, an' slaw, an' ham, an' peas, an' creamed chicken, an' coffee, an' rolls, an' everything eatable.

"Line up fer the grand march," sez Missus W. A. Burkhart, president of the Ladies' Auxiliary. The lights was all put out except the candles, an' the line started. Everyone of 'em had that appetizin' look on their faces as they marched 'round to their places at the tables. The ladies of the Auxiliary had arranged everything, an' I'll tell you that they deserve lots of credit. Missus Burkhart, president; Mrs. Clara Taylor, vice-president, and Mrs. C. E. Auld are some of them. There wuz 400 plates laid an' all wuz used.

The way them Veterans et that banquet, you'd a-knowed that they enjoyed it. Everybody had a good time. Among the folks who set at the table where I set wuz Mister Sturmer, Mister an' Missus Bowers, Foreman an' Missus W. L. Stephens, Rev. F. R. Wagner, of the Lutheran Curch; S. C. Tanner, superintendent of shops at Martinsburg; Mister Holmes, of the Baltimore Veterans; Mister an' Missus John Barker, Rev. McKeefrey of the Catholic Church at Martinsburg; President an' Mrs. Bowers, of the Baltimore Chapter of Veterans. Brother John Barker is 74 years old with a service record of 44 years. Over on the other side set Brother William Airhart; they call him the Veteran of the Veterans. He is 80 years old an' he has worked for the Railroad 49 years as a conductor on the East End of the Cumberland Division.

"Where is the ice cream?" sung out a youngster who wuz already so full of eats that he could hardly move.

"You don't reckon that you're goin' to get ice cream on top of all this, do you?" asked the Reverend Wagner.

"You bet!" sez the little feller, "I seen the freezers." An' sure enough, it wasn't long before the ice cream come around an' with the best cake—yum! yum! An' while we wuz enjoyin' it in come the Cumberland Quartet. 'Twuz the first time I ever seen a quartet with five men in it, but I reckon as how this one might be a double quartet, fer one of these men wuz doin' the work of four, an' when they made music like reg'lar musical insterments, this man played a imaginary trombone what resounded all through the hall. These men wuz as follers: C. L. Colley, J. T. Gorman, H. C. Childs, R. C. Thuss an' E. Dreming.

After the noise of the applaudin' had died away, Mister Fauver, the president of the Martinsburg Veterans, called the meetin' to order. (There is a membership of 248 an' the chapter wuz organized 7 years ago.) The Veterans then stood with bowed heads in silent prayer in memory of 40 of their number who have passed away. Followin' this was some more selections by the Cumberland Quartet, then the report of the secretary, "Charlie" Auld, who is very popular among his brethren. Then come the election of officers, where Mister Sturmer took charge. The follerin' officers wuz elected, or rather, *re*-elected: Mr. Fauver, president; Mr. Burkhart, vice-president; C. E Auld, secretary; Ray Russler, financial secretary; James Aldridge, treasurer.

Then a executive board of 22 members wuz elected, whose duty is to attend reg'larly an' to look after all needs. The men fer this job wuz: C. P. Martin, Robert S. Gregory, J. E. Oliver, J. W. Zepp, J. W. Kastle, H. Robinson, S. W. Thomas, Joseph Copenhaver, E. B. Robinson, Harry Oliver, G. T. Forman, M. L. Sharon, H. G. Wilger, H. W. Peer, A. J. Criswell, J. C. Davis, S. C. Tanner, Robert Clark, Robert Harris, L. M. Van Horn, John Householder an' Howard Keedy.

Next on the program wuz the readin' of a letter to the Veterans from Mister Van Sant, editor of the MAGAZINE, tellin' all about what Veterans can do fer the Railroad ef they've got a mind to. Mister Sturmer then commented on this letter, impressin' upon the Veterans just what things they could do to help. Then he read letters from many of the Railroad officers expressin' their regrets at not bein' able to attend the banquet, among which wuz a letter from Governor John Cornwell, thankin' the Veterans fer electin' him a member of the Association an' sendin' in the amount of his annual dues. Mister Sturmer then made a short address what wuz full of pep about the brotherhood of man, emphasizin' friendship, loyalty an' obedience; he also boosted the Railroad an' the home-buyin' idea of the Relief Department.

Miss Grace Fauver played the pianny, while Mister Lee Woolford an' Mister Edison Baker played the violins, all of which set the feet of the Veterans a-pattin' on the floor. Father McKeefrey made a pleasin' address, the principal theme of which wuz that pretty verse from the Bible what sez: "Behold how a sweet a thing it is fer brethren to draw together in unity." Miss Anna Kline then sung a pretty solo, an' Reverend Wagner, who was once a railroad man, spoke well of the Baltimore an' Ohio Railroad. Mister Wagner sez he lived alongside another railroad fer so long a time that he reckoned there wuz no other railroad in the world, but since seein' the Baltimore an' Ohio, he has come to believe that this Company takes better care of its employes than any other. He sez that he knows that the Railroad officers want the employes always to feel like sayin' "This is OUR RAILROAD."

Mister Bowers wuz scheduled to speak, but he declared that he had somehow got a frog in his throat an' that his wife would speak for him. I dunno what that man would do without the Missus. She got up there an' recited a pretty piece called "Little Tim," what everybody enjoyed. Then came a speech from the beloved president of the Martinsburg Veterans, Brother Fauver. He compared the life of a railroader with his work. He sez: "Have you your brakes fixed so that you can stop at any minute? If not, I beg of you to fix 'em." Then he went on to say that any railroad man must be a Christian if he would do his work successfully. I wuz talkin' to some of the folks afterwards, an' they told me that Brother Fauver not only talks but acts Christianity, an' that all of the men love an' respect him for the good life he leads.



Veterans who met at Garrett, Indiana, in January. In the front row are: W. W. Wood, chief of Welfare Department; Vice-President Charles W. Galloway; George W. Sturmer, grand president of Veterans, J. M. Garvey, grand vice-president of Veterans and James Wardley, grand secretary

Mister Holmes then made some humorous remarks about everything in general, puttin' everybody in a good humor an' ready to enjoy the recitation of Brother Allison, president of the Cumberland Chapter, who also made some interestin' remarks. He told how he had give his son orders to ride an' to ship via the Baltimore and Ohio. Then he called fer volunteers to solicit business fer the Company, an' I believe nearly every Veteran's hand wuz raised.

The meetin' wuz dismissed by Father McKeefrey.

"Well," sez I to the ladies, "I done hear talk many a time about the Martinsburg Veterans an' about the good banquets, but now I know it fer myself. They tell me it's so pretty up there when the apple trees is bloomin', but all I got to say is that if it's any prettier then than 'tis now, I'm afraid ef I went up there then, I'd *never* come back home to Ezra."

Chicago Veterans Honored by Visit from Vice-President Galloway

A MEETING of the Chicago Division Veterans at Garrett, Ind., was held on January 21, in the assembly room of the City Hall. At 2.55 p. m. the meeting was called to order by the vice-president of the Association, C. H. Martin, who introduced the Rev. J. C. White, who delivered the invocation.

Grand President Sturmer then asked that all stand for one moment, bowing their heads in silent memorial to the deceased members of the Chapter. Reports from the secretary and the treasurer were heard, then the reading of a letter from the editor of the MAGAZINE to the Veterans, outlining the work that Veterans can do as a proof of their loyalty to the Railroad. A brief talk in support of this letter was given by C. H. Martin.

Following this, a gold button, signifying 50 years of active service, was presented to Engineer J. F. Mitchell. Others who are entitled to it are Alexander Cross and H. Frank Sembower.

After addresses by Mr. Sturmer, Grand Vice-President Garvey and Grand Secretary Wardly, the meeting was adjourned while the members went to the Reformed Presbyterian Church, where a flashlight picture was taken. This was followed by a sumptuous banquet, served by the ladies, in the basement of the church. The menu consisted of: Oyster cocktails, wafers, roast pork, mashed potatoes and gravy, corn, cold slaw, bread, butter, pickles, celery, coffee, Waldorf salad, and mince pie. Grace was said by Rev. F. M. Newlin, of this church. An orchestra furnished music, and the Veterans were delightfully entertained by Miss Bernice Long, of Willard, Ohio, Miss Vera Coffing, and Minor Miller.

After the banquet, the Veterans returned to the auditorium of the church, where they were addressed by Rev. J. C. White, W. W. Wood, chief of our Welfare Department, and by Vice-President C. W. Galloway. Mr. Galloway spoke of many of the railroad problems of today, touching upon the present business depression. He was optimistic as to the future, and spoke of recent railroad legislation as being the most constructive ever enacted for the transportation industry. Mr. Galloway paid a fine compliment to the passenger engineers of this division. Moreover, he said that he always felt home in a gathering of this kind, where he could talk to the men in their own language and enjoy the mutual benefit which comes from getting acquainted.

Connellsville Veterans Hold Memorial Service for Deceased Members

ONE of the features of the meeting of the Connellsville Veterans on January 12 was a memorial service in honor of deceased Veterans.

The memorial address was delivered by the Rev. B. W. Hutchinson, of the Methodist Episcopal Church, who paid a splendid tribute to the faithful Railroad employes who have died during the past year. These were: A. W. Bishop, T. E. Miller, C. W. Grimm, J. R. Kaufman, Thomas Welsh, W. M. McLaughlin, A. P. Hill, Foster Walters, G. W. Miller, Michael Shannon and W. H. Jamison.

Three officers of the Grand Lodge of the Association were present: President G. W. Sturmer, Baltimore; Vice-President J. M. McGarvey, Wheeling, and Secretary James Wardley, Connellsville. President Sturmer delivered one of his characteristic and energetic addresses, making an appeal for an increase in the membership of the Association. He emphasized President Willard's recommendation that members of the Association practice thrift and give to their daily tasks the best that is in them. President Sturmer also directed attention to President Willard's request that every employe develop into a booster for the Company and exert his influence in an entirely proper manner to increasing traffic of all kinds.

Addresses were made by other members of the Association, including P. J. Harrigan, president of the Connellsville Association, who, with 46 years' service to his credit, rates as one of the oldest veterans.

Following the meeting, a pleasing entertainment was held. This included a piano solo by Miss Georgia L. Tipton, vocal solo by Miss Winnie Harrigan, and a series of moving pictures shown by W. H. Underwood, secretary of the Y. M. C. A. "Ma Sweet" and her "seven daughters" formed a musical company which gave a splendid musical entertainment. These girls are: Misses Hilda Shuler, Amelia Shuler, Winifred Love, Annie Coin, Mary Margaret Krug, Loretta Lowney and Edna Wrote.

Cumberland Veterans Entertain

JANUARY 4 was a gala day with the Cumberland Veterans, who entertained the members of the Ladies' Auxiliary and their friends at the I. O. O. F. Hall. A fine musical program was arranged, together with recitations, speeches and refreshments.

The program follows:

Address—"Memories of the Past".....J. W. MILLER
Violin and Piano Duet..MISS AND MASTER BRUBAKER
A Sketch in "Colored" Dialect....MRS. A. MENAFEE
Song—"Afton Water".....J. W. MILLER
Address.....JAMES. A. NEE
Piano Solo.....MISS EVELYN BLOSS
Recitation—"The Barber Shop"
CAPTAIN HARRY LITTLE
Piano and Whistling Duet
A LADY VETERAN AND R. H. HAMILTON

H. Allison, president, made the Democrats hold iron in their teeth while he recited "Made in the U. S. A."; Captain Lucas, whose popularity increases daily, delivered an enjoyable address; a delightful song was rendered by Miss F. Brubaker; J. V. Lucas won high honors with the "Man Behind the Anvil," and with a comic sketch, "The Man from College"; J. W. Miller followed and led the "bunch" through "The Rigs O' Barley"; Brother Allison then came on again with "The Lucky Woman," "The Graceful Woman," "The Tender Woman" and "The Slender Woman"; all arose and sang the "Star-Spangled Banner" as the closing number.

Miss Shirley J. Roemiser, who has the distinction of being the oldest girl, in point of service, in the clerical department, was one of our guests, together with a number of other young ladies whose names the writer does not know. We hope that they enjoyed their first visit to the Veterans' Association.

M. H. Cahill, general manager, Seaboard Air Line, and a member of our Association, wired his New Year's greetings, which were received with hearty applause.

The sandwich men of London have nothing on the bald-headed "waiter men" of the Cumberland Veterans, who performed their duties nobly and well.

The chairman of the entertainment committee extends his thanks to all for their presence and hearty cooperation in making this entertainment a success.

Death of S. B. Mason

We have just learned with regret of the recent death of S. B. Mason, at one time chief clerk to the general manager of the Baltimore and Ohio, and one of our "old timers."

Mr. Mason also served as chief clerk to the general superintendent of motive power. Later he became chief clerk to Vice-President and General Manager Underwood, with whom he went into the service of the Erie Railroad.

Death of Harry Lee Marshall, Superintendent of Shops at Martinsburg

By W. L. Stephens

Assistant Foreman, Martinsburg Shops

ON JANUARY 8, Harry Lee Marshall died at the University Hospital, Baltimore, Md. For the past 14 months he had been superintendent of the shops at Martinsburg, W. Va. His health had been failing for some time and for the three months preceding his death illness had almost incapacitated him from active duty, and he spent much time in Baltimore under treatment. His health seemed to improve, however, and while his fellow officials and friends realized the seriousness of his condition, all hoped for his recovery. His death, entirely unexpected, came as a shock to his fellow employes of the office and shop.



Harry Lee Marshall

Mr. Marshall was born in Jefferson County, W. Va., 54 years ago. Here he spent his early life. He entered the employ of the Baltimore and Ohio on August 1, 1889, as agent at Engles, W. Va., at the age of 23 years.

Before coming to the local shops as superintendent, he was attached to the staff of Chief Engineer of Maintenance, Earl Stimson, as inspector of maintenance. In this capacity he traveled over the System. A good mixer and with a likeable disposition, "Harry" was known on every part of the Railroad. His service record of over 31 years shows constant promotions to positions of trust, until the once young agent at a small way station finished his Railroad career as superintendent of the shops at Martinsburg.

The funeral was conducted at Kearneysville, W. Va., at the home of his sister, Mrs. F. O. Trump, the shop employes attending. A special train ran from Martinsburg with division officials and other employes.

The Baltimore and Ohio Veteran Employes' Association of Martinsburg was the only fraternal organization with which Mr. Marshall had identified himself and its members had charge of the services. Many of the veterans, with the entire shop force and several officers of the Company, formed a guard of honor from the home to beautiful Elmwood Cemetery in Shepherdstown, where his body was laid to rest beneath the sod of his home county.

The following officers were present at the funeral:

E. Stimson, chief engineer maintenance; G. W. Andrews, assistant to chief engineer maintenance; J. B. Myers, engineer roadway and track; M. M. Corrigan, inspector of tunnels; C. W. Van Horn, superintendent, Cumberland Division; T. Faherty, assistant superintendent, Cumberland Division; J. O. Potts, inspector of maintenance; F. A. Taylor, master carpenter; I. S. Sponsellor, general supervisor; A. O. Tederick, supervisor; E. C. Groves, trainmaster; J. C. Tonry, assistant trainmaster; W. F. McBride, supervisor; P. Petri, division engineer.

The acting pallbearers were:

A. B. Irvin, chief clerk; J. H. Aldridge, foreman machine and bridge shop; J. E. Oliver, leading machinist; J. W. Kastle, blacksmith foreman; N. S. Edwards, leading carman; J. A. Holpp, frog shop foreman; Edward Rutledge, cashier, Citizens' National Bank, Martinsburg, W. Va.; J. S. Moler, Shepherdstown, W. Va.

William F. Dayton's An Extraordinary Railroad Record

By W. E. Laird

Chief Clerk to Superintendent, Newark, Ohio

WILLIAM F. DAYTON, one of the best known and popular passenger enginemen on the Newark Division, who at the close of the year 1920 completed 53 years of continuous engine service, and whose retirement commenced with the new year, has accomplished one of the most remarkable records that has come to our observation.

We say "remarkable" because at the time of his retirement, at the age of 74 years, he was successfully and efficiently operating regularly one of the larger passenger locomotives and hauling one of the most important through passenger trains running on the division.

It will be noted that he was actively serving the railroad nine years beyond the minimum age at which employes are usually retired and in a capacity requiring the maximum skill and effort demanded of an engineer.

The above facts do not alone portray the exceptional service given by him, for the reason that his service record, after his 53 years of continuous service, is entirely clear and no mark of discipline whatever appears thereon. On the other hand there are two meritorious notations at the bottom of the record sheet, which speak for themselves and which we quote herewith:

10-10-16.

Engineer in charge of engine handling President's Special; commended for the creditable manner in which train was handled.

8-5-17.

On this date a gold watch and chain was delivered to him with a personal letter from President Willard complimenting him on the completion of 50 years in engine service.

Since being presented with the gold watch and chain by President Willard on completion of his 50th year of service, he has added to his laurels by running a passenger locomotive for an added three years just to show that it could be done.

To Mr. Dayton and his extraordinary achievement, especial honor is due, and, through the columns of the MAGAZINE, most hearty congratulations are extended to him.

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Baltimore Veterans Hear from Mr. Ennes

ON JANUARY 6, George A. Bowers, president of the Baltimore Chapter of Veterans, wrote Mr. S. Ennes, former general manager of our Eastern Lines and now vice-president of the Wheeling and Lake Erie Railroad, advising him of the resolution of regret at his resignation from the Baltimore and Ohio, which had been passed at the preceding meeting of the Veterans by the over 800 members present. The concluding paragraph of the resolution read:

"As president of the Baltimore Division Veterans' Association, representing nearly 1,800 men and over 300 women, I express our deep regret at the leaving of a very near and dear friend, for whose peace, happiness and prosperity in his new field of endeavor we pray."

In his acknowledgment of this resolution in his letter of January 18, Mr. Ennes said in part:

(*Continued on page 36*)

Women's Department

Edited by MARGARET TALBOTT STEVENS

A House with a Gable Roof

O, for a house with a gable roof, with eaves where swallows dwell,
Where noises of the city streets ne'er break the mystic spell,
Where—save for songs of stormy winds and calls from forest deep,
Or echoes from the hill and dale—the earth in peace doth sleep.

O, for a house with a gable roof, with a garret, broad and low,
Where children hie on rainy days and scamper to and fro,
And 'deck themselves in Grandma's gowns from the old, old haircloth chest,
Or in Grandpa's frock coat, ruffles, too, and fancy, silk-striped vest.

O, for a house with a gable roof, with a chimney, wide and tall,
Where urchins climb and skin their knees to find a "shinny" ball;
Where pigeons roost and sparrows chirp, and e'en the wildest crow
Will pause a moment in its flight to view the earth below.

O, for a house with a gable roof that points up toward the skies,
Whose sharp relief against the clouds the wintry gale defies.
Methinks 'tis independence there that holds the spires aloof,
And freedom reigns within the walls of a house with a gable roof.

A Chat With Enid Paxton, An English Girl, Who Is Now One of Us

HOW would you like to go home from work on some cold evening this Winter and be told that you must not sleep in your nice, warm bed upstairs, but that you must take your blankets and hie yourself to the fields to spend the night? How would you, as a girl, like to work until midnight at your office, then walk home, a mile or two away, all alone and with not a single light to tell you which way to go?

If you would like to know how it feels to experience anything like this, ask Miss Enid Paxton, stenographer, Purchasing Department, Baltimore.

Miss Paxton is a little English girl, who came to America less than a year ago. During the World War, she lived in Yorkshire, England, and while not quite within the territory raided by the German Zeppelins, yet she lived near enough to hear them at night and to see something of their deadly effects upon the houses of some of her friends. She was a member of the Women's Royal Air Force, of the "Waacs" (Women's Army Auxiliary Corps). Miss Paxton was a stenographer in the service, but there were many other women in the W. R. A. F. who served as sailmakers, machine women, officers' cooks and in almost every imaginable position. They wore khaki uniforms with brass buttons. On the button was a bird, signifying the branch of service. Then there were high collars, rain coats—everything military in the matter of clothing and drilling—for they were under strict military orders.

"Yes," said Miss Paxton with a smile, "we had to be real soldiers; we had perfectly awful food, too, but we lived through it. And oh, the drills! Every day! How I hated them! It was so cold getting up in the morning, too. Why, sometimes I'd get so cold in the night that I would get up and put on some of my clothes. A half hour later I'd get up again and put on more. By the time the time came to arise, I was often fully dressed; that was some consolation, of course.

"For a time we were billeted near my home. We girls all lived in a big house. Later I was transferred to quarters about two miles away. A part of my work was the booking of trains. We'd work oftimes until midnight, with no lights except when the trains came in. While we were perhaps 20 or 30 miles away from the Zeppelin region, we could hear them and it was necessary that no lights whatever be seen from any house. Most of the people slept in the fields for it was dangerous to sleep in houses. The Zeppelins came only at night and you could never see them, only hear them. By the end of the war, our coasts were deserted, the people had all moved inland.

"You mustn't think that everything was sadness and terror during the time of the Zeppelin raids. There were lots of funny things that happened. Why, a friend of mine was fast asleep in her cozy little bed one night when a "Zep" came along, dropped a bomb on the house, and—boom!!! Both she and her bed went through the floor and landed on the kitchen table without a scratch!"

—

"Girls"—A Schoolboy's Composition

GERLS are the foundations of wimmim. Every lady used to be a gerl once, and the older a lady is the longer ago it was, and evry gerl ixpects to be a lady some time, and the younger the girl is the less she ixpects it.

Most babies are called it instead of he or she, because most babies look like a it. Boys keep on looking like gerls til they get their hair cut, the one that gets theirs cut the first being the ones that start asking the youngest and get their mother tired of saying No the soonest.

When a boy gets mad he hits with his fists, being paneful as well as insulting, but when a gerl gets mad she sticks out her tung, being merely insulting.

Some gerls is prettier than others, but the others won't admit it. The prettier a gerl is, the more rites she thinks she has, generally thinking correkly.

When you are interdoosed to a gerl you are sipposed to bow and say, "I am pleased to meet you," but what you generally do is jest stand there.

When sevral gerls get together they generelly giggle. Gerls don't haff to have ennything to giggle at to giggle, so when they have suthing speshil to giggle at, it's fearse.

Gerls awffen grow up to be nerses, skool teechers, lady doctors and dressmakers, but hardly ever to be prize fighters, shoemakers, and firemen.

Menny gerls can't wink one eye at a time, being more of a curiosity than a disgrace.

—*Case Eagle.*

—

A "What Might Have Been"

By Ellen Virginia Sims
Car Service Department

Don't let them call you "What might have been,"
Or let the world laugh you to scorn;
Don't find your "fun" in the pathway of sin,
Then wish you had never been born.
Don't be a toy of pleasure and vice;
Don't play a useless role;
Don't lose your faith if you failed once or twice;
Buck up—try again for the goal.

Don't be a chap who can't hold up his head,
Afraid to meet men passing by;
Stand firm, falter not, nor let it be said
That you can't meet your foe eye to eye.
Keep love and faith a part of your mould,
They'll do much to help you to win;
Let go the dross and you'll be "all gold,"
Instead of a "What might have been."

Potato Recipes

Of all the vegetables commonly known throughout the greater part of the world, there is none so popular as the one known as the Irish potato, so called because of its being the principal food of Ireland. It is a vegetable adapted to a variety of climates and is full of food values, very palatable and a wholesome article of diet. With many people it takes the place of bread. It is about the least expensive of our common vegetables, and may be prepared in so many ways as to make it a welcome dish for any American meal.

Potatoes Au Gratin

Five cold boiled potatoes, ½ pint cream, 2 tablespoons butter, 1 tablespoon flour, 3½ heaping tablespoons of Parmesan cheese, yolks of four eggs, ½ pint consomme, salt and cayenne pepper to taste. Put the butter in the frying pan and as it melts add the flour and let it blend, rubbing smooth without browning. Then add the consomme and cream and stir constantly until the mixture boils. Then take the saucepan from the fire and add the cheese, well grated, and the well-beaten yolks of the eggs, salt and pepper to taste. Beat all thoroughly until light. Mash the potatoes well and place first a layer of the sauce in the saucepan and then of the potatoes and so on until the sauce forms the top layer. Sprinkle this lightly with bread crumbs and set in the oven and bake ten minutes. When it browns, serve it in the dish in which it is baked.

Creamed Potatoes

Pare and cut the potatoes into small squares. Cook 20 minutes in boiling water and a little salt. Pour off the water and add a cup of milk and set on to boil again. When this bubbles up add a tablespoon of butter, with a teaspoon of flour, mixed with cold milk, and a little chopped parsley. Simmer for five minutes and pour out.

Stuffed Potatoes

Bake the potatoes and when done cut in halves and scoop the potatoes out; mash with butter, salt and pepper until very light, put back in jackets and return to oven to heat and brown.

Potato Pancakes

To 1 quart of raw potato, either grated or run through a food chopper, add 4 eggs singly, beating each one in thoroughly. Add salt and pepper and a little flour, only enough to bind the mixture; the amount will vary owing to the difference in potatoes. Fry by spoonful in drippings or lard and serve promptly. This makes the best dish yet for breakfast.

Potato Fried Cakes

To 1 cup of potatoes, mashed, while hot, add 1 tablespoon of butter, 1½ cups of sugar, 1 cup of sweet milk, 2 eggs, nutmeg and salt to suit taste, 5 teaspoons of baking powder; add flour enough to make a soft dough. Fry in hot lard.

The Woman Who Missed Her Train

IT HAPPENED at Union Station, Washington. The train for Baltimore had just pulled out; it had left a woman behind. We knew it by the expression on that lady's face as she emerged from the waiting room and walked toward the gateman, from whom she learned the bad news. She made a wry face and proceeded to lay the blame upon everybody from the stationmaster to the bootblack.

She was a thin, nervous little woman, apparently a widow of about 32 or thereabouts. As she walked rapidly to and fro, scrutinizing the face of every passerby, she stopped long enough every few moments to inquire of the porter whether he had checked her baggage properly. One would have thought that there was only one train in the world that could have carried her to her destination. She carried a small leather handbag, which she swung rhythmically at every step. Now she stopped to adjust her hat. A nosegay of violets which she wore at her belt became entangled in her handbag; with a jerk the flowers were flung to the floor, and the lady moved her lips, although we could not hear what she had to say.

She inquired of several of the onlookers as to the time of the departure of the next train. On being told that she had about 20 minutes to wait, she immediately proceeded to consult a timetable, and finally chanced to look at the bulletin boards. She sat down for a few moments and tapped her foot impatiently upon the floor.

Finally, a young man who had informed her concerning the trains, approached her and volunteered his services and his company until train time. His offer was immediately accepted, and soon the two were installed in the end of one of the long benches, munching chocolates and "talking about the weather."

When the gate was opened for Baltimore passengers she stepped lightly aboard, and the last we saw of her was her smiling face at the window as she waved her hand to her companion of the afternoon, who gravely lifted his hat as the train pulled out of Union Station.

Dear Women Readers:

One bright morning, a few weeks ago, I awoke, rubbed my eyes, and suddenly realized that the day was a holiday and that I had made no plans as to how I would spend it. Of course, there are always buttons to sew on, and ribbons to run, and stockings to darn—but on this particular morning I yearned for adventure. What should it be?

The idea came to me at breakfast, just as I was in the middle of a buckwheat cake—I'd take the train to Washington and visit some of my relatives, whom I had not seen for more than 10 years. No, there had been no reason, save my own thoughtlessness, that I had not seen them; I had simply allowed them to drift out of my life. During that time, I myself had moved about town a bit, and they, too, had lost track of me. However, I determined to look them up and to see if they looked the same as they did 10 years ago, and to see if the war had had its effect upon them as upon everybody else, but particularly to apologize for my shortcomings and neglectfulness.

In less time than it takes to tell it I was on my way. On reaching Union Station, Washington, I got in touch with the family by telephone, and in a half hour I was at the house. There I re-discovered my relatives; there I met new cousins, by marriage, renewed my acquaintance with all of them, and had a simply glorious time. Then came the dinner that seemed just like home, and I could hardly realize that time had separated us at all.

As I rode home that evening on the train, I thought of the many people who come into our lives, who mean much to us, whom we think we will never, never forget—then, because of procrastination, such as the matter of writing an occasional letter, we let them slip right out of our lives. And then I thought about the many, many railroad women—whether they are Railroad employes or whether they are the relatives of Railroad employes—and of the relationship that ought to exist among us.

There is only one way to discover—or to re-discover—our relationship; this medium is the exchange of ideas. The progress of the world depends upon the exchange of ideas, and women as well as men can help push this old world along to the place where it belongs.

This MAGAZINE is purposed to this very end—to be of service to our employes and their families, through this exchange, as well as to further the progress of the Railroad itself. This department is for Railroad women. What about it, women? Shall we all help? Let's have your ideas.

Yours sincerely,

Margaret Talbott Stevens

Associate Editor

The One-Piece Dress in New Designs That Perpetuate Its Prestige and Popularity—All Coats High Collared But Not All Full Length

By Maude Hall



THERE are no divergent views anent the fundamentals of fashion this season. All of the designers, whether European or American, emphasize the slender straight line. This silhouette they gloriously interpret in one-piece frocks fashioned of fabrics that are equally a delight to the eye, luxury to touch and triumph of artistic development.

All are agreed upon the correct treatment of the collar. It is high, whether it closes at the throat or falls apart to reveal a dainty vest.

About girdles there also is no controversy. It is sub-normal. As collars are raised, girdles are lowered.

Sleeves? Yes, here, too, is opinion unanimous. While there is infinite variety of detail, the long tight sleeve is preferred above others and every great coutourier uses it.

Upon such a foundation the clever woman can erect a superstructure of details that is limited only by the ingenuity of the builder. Draperies, embroideries, trimmings, etc., may be used with the greatest freedom or omitted without the sacrifice of smart effect.

One of the styles supreme for women who do their own dressmaking is a one-piece frock in dark blue serge trimmed with velvet striped satin. The front of the dress is cut out to form a panel effect. The straight sections set into the panels are of satin and this trimming is repeated in the vest, which is given an oval shape as a result of the way the front of the waist is cut out and held together at the neck. A narrow belt of self-material holds in the fulness at the waist. Buttons arranged in a row at the back of the long tight sleeves, add to their smart effect. This dress may be developed entirely in serge without the use of contrasting trimming.

Dark brown taffeta closely spotted with satin dots of self-color is employed to fashion a charming one-piece frock, for whose collar and vest biege crepe georgette is selected. The side gore is attached to the front and back of the skirt below the waistline and underneath narrow plaits. This gives both front and back a panel effect. The belt is of spotted taffeta. If desired in more decorative effect, the sides may be trimmed with bias bands of self-material or with ribbon.

Whenever panels are introduced, embroidery is found, especially since most of the panels on latest creations are of the straight gathered variety. There comes a fascinating frock in broadcloth in the new shade known as pine cone. It is a rich, dark green. About the lower edge of the skirt and on the flare sleeves is an embroidery trimming of exceedingly simple design worked in amber, brown and dark green wool. The panels, versatile adjuncts, may extend below the edge of the two-piece gathered skirt, stop even with its hem, or be omitted entirely. While all of the fashionable frocks are girdled in some way or other—always low—the girdles are not restrictive. While jackets sometimes are closely fitted above the hips to accentuate the flare below, there is no general attempt to tighten the blouse at the waistline.

There are numerous models in black velvet and frequently the skirt and waist are developed separately then joined under a girdle of the same material, resulting in a straight line effect. Either velvet or velveteen is so rich that no other material is required in its decoration. Cream colored lace gives a youthful and dainty touch, however, and one sees it employed quite often for vests and collars. Laces with the design outlined in colored silk threads are also extremely smart for the decoration of black velvets, to say nothing of the gold and silver garnitures. Silver seems more used for velvet than does gold, gold being reserved

WOMEN READERS!

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principally for black satin and the sheer fabrics. There is no reason, as generally explained, for this order of things. Some of the leading designers feature the velvet and silver combinations while others adhere to the satin and gold effects. The woman who is copying them excercises her own sweet will in the matter.

Black velvet, too, appears in the development of some smart coats. All of the new coats have high collars, but all of them are not long. A model that falls only to a little below the hips is fashioned of black velvet and provides for either a high choker or a cape collar. It is trimmed entirely with self-material, but the buttons are of handsome black silk braid. Very pretty silks—invariably figured—are used to line both long and short coats.

A blouse that is dressy and practical is pictured here and its good points are duplicated in the skirt of dark blue broadcloth with plaits at the sides. Striped silk is used for the blouse, which has a deep collar and turn-back cuffs finished with a narrow frill of self-material. Medium size requires 2½ yards 36-inch striped silk and 2¼ yards 50-inch broadcloth.

Pictorial Review BLOUSE No. 9117. Sizes, 34 to 48 inches bust. Price, 30 cents. SKIRT No. 9140. Sizes, 24 to 34 inches waist. Price, 30 cents.

DRESS No. 9275. Sizes 34 to 48 inches bust.

BLOUSE No. 9293. Sizes 34 to 46 inches bust.

SKIRT No. 9074. Sizes 24 to 40 inches waist.

DRESS No. 9288. Sizes 34 to 48 inches bust.

DRESS No. 9280. Sizes 34 to 46 inches bust.

DRESS No. 9254. Sizes 34 to 48 inches bust.

DRESS No. 9294. Sizes 34 to 46 inches bust.

CHILD'S DRESS No. 7812. Sizes 2, 4, and 6 years. Size 4 requires 2 yards 32-inch material and 1½ yard ribbon. Dress is closed at center-back. Has round neck, simulated pockets, and a straight belt. Price 20 cents.

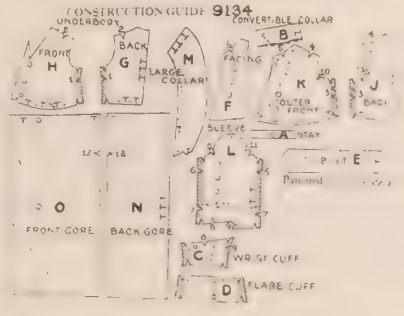
No. 12453. Blue or yellow transfer pattern. Sizes 2 to 6 years. Price 20 cents.

Becoming Frock of Wool Cashmere Designed to Meet Needs of Morning or Afternoon

THE fixed duty of this becoming frock of gray cashmere is service. With service, however, it combines style in its most pleasing form and is, therefore, appropriate for morning and afternoon wear. The design has a sleeveless underbody for a foundation. The overblouse is trimmed with a convertible collar and fastens in surplice effect. The skirt is cut away at the lower edge to simulate a tunic. Medium size requires 4⅛ yards 44-inch material, with 1 yard 36-inch lining for underbody.

If the skirt is desired with the line simulating a drapery, be sure to turn the pattern back, or cut off along line, sew cuff to lower edge of sleeve as notched and tack back edges of cuff together, matching the small "o" perforations. Leave sleeve free beyond the cuff. Sew sleeve in armhole of outer waist and bring seam of sleeve of small "o" perforations before placing on the cashmere. The front gore is laid on the material so that the large "O" perforations rest along a lengthwise thread. The back gore, the collar and back of the waist are all placed along the lengthwise fold of material to avoid seams. The sleeves, outer front, belt and cuff are so arranged that the large "O" perforations rest along a lengthwise thread. In cutting the underbody, the front is placed with large "O" perforations along a lengthwise thread and the back with triple "TTT" perforations along the lengthwise fold.

Very little work is required to make the underbody, which serves as the foundation for a well-fitting waist. Close under-arm and shoulder seams, then plait lower edge as



indicated. Before sewing shoulder seams of the outer waist, adjust facing to position underneath the front edge of outer front, with notches and corresponding edges even. Then, close under-arm and shoulder seams. Gather lower edge of waist between "T" perforations. Face and sew collar to neck edge of outer waist with centerbacks and front edges even.

Next, gather the sleeve between "T" perforations. Close seam as notched; to under-arm seam. Hold sleeve toward you when basting it in the armhole and east in any fulness.

Arrange outer waist on underbody and stitch lower edges together. Leave outer front free forward of the large "O" perforations and adjust tape the length of stay A to position underneath the gathers.

Join gores of skirt, then turn hem at front. Lap right front gore on left and stitch one inch from the folded edge. Finish edges above the perforation for closing. Gather upper edge of skirt. Sew skirt to lower edge of waist, bringing side seam to under-arm seam and folded edge of hem in front gore to the front edge of waist. Finish with the belt, trimming belt with buttons.

DRESS No. 9134. Sizes 34 to 46 inches bust. Price, 35 cents.

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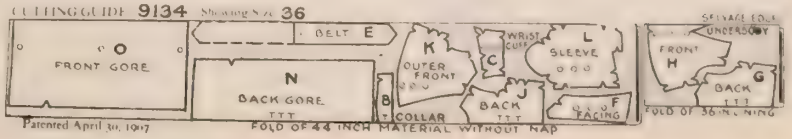
Visitor (at private hospital): "Can I see Lieutenant Barker, please?"

Matron: "We do not allow ordinary visiting. May I ask if you are a relative?"

Visitor (boldly): "Oh yes, I'm his sister."

Matron: "Well, well. I'm very glad to meet you. I'm his mother."—*The Nepco Bulletin.*







The Land of Upside Down

There's a queer old place near a queer old town
In a land where everything's upside down,
Where oblong stars show square moonlights
Through queer lamp-posts on long white nights.

There's a queer flat dog with a broadcloth tail,
A gingham steamboat with a calico sail,
A queer blue cat with a ginger ale nose
Who carries a treetop wherever she goes.

There's a lavender mouse with indigo eyes,
There are wild cherry cakes and hot pepper pies,
A queer red crow with teeth made of steel
That turn 'round and 'round like a blue orange peel.

But no one may visit this queer old town
Unless he knows how to walk upside down,
Then he may ride on a queer pink train
That is drawn by a short-legged, rubber-tired crane.

Little Letters From Little People

THE pretty flower in the pot was drawn by Marie Clemmings, Newark, Ohio, whose letter was in the January MAGAZINE. Ethel Gardiner is the little Baltimore girl who drew the landscape with the big tree; her father is a Baltimore and Ohio electrician. Elizabeth Berry, Hamilton, Md., wrote me not one letter, but *two*, and they were both as nice as they could be. In one of them she told me all about her sister Marjorie's birthday, and of the nice present her mother gave her—a toy farm, with cows, a barn, trees and many fine things. Elizabeth sent me a drawing of a December landscape, with a man carrying a big Christmas tree on his back. Her letter came too late to use the drawing in the December issue, so we shall have to keep it until next Christmas.

Margaret Arheit lives in Pittsburgh. She visited her Aunt in Cumberland, and wrote me a letter while there. Margaret is only seven years old, but she can read the Children's Page.

And now, I must tell you about two little sisters who live at Lesage, W. Va. Their names are Gracie Anna and Myrtle May Carter. They sent lots of nice pictures, which we shall try to find space for sometime soon. Their father is James William Carter, Section 34. They like the Children's Page. Gracie Anna is 7 years old and Myrtle May is 11. Myrtle May tells us how to make a doll's dress. She says: "You cut out the dress to fit the doll, then you sew it up and hem it; then you work the buttonholes and sew on the buttons. (Sew them on tight.) Now the dress is ready for dollie to wear."

Dear Girls and Boys:

Isn't this just a splendid month, with so many nice things happening in it? Lincoln's Birthday, George Washington's Birthday, St. Valentine's Day, and even Groundhog Day—all coming together. And there are sure to be parties and coasting and skating—Goodness!

And next month we shall have the March winds and the Mad March Hares that Alice in Wonderland tells us about, and those of you who live in the country will find the pretty arbutus on the wooded hillsides, almost before the snow has disappeared.

Then cones pretty April, the time when the violets, anemones, hepaticas, bloodroots, Indian pipes, and all sorts of wild flowers begin to bloom, and the birdies will be coming back from the South, and singing their sweet songs in the apple trees. And now, I am going to tell you a secret.

Our whole Children's Page for April will be about birds. When you write your April letters, tell me about the birds that you know; how they build their nests, how boys and girls can help the birds in their nest making and in the care of their families; tell me stories about birds, their habits, of the best kinds of houses to make for them; of the good that birds are to the world, and anything at all that you know about them. If you have a real photograph of a real bird, of if you can write, all by yourself, a poem about birds, send that in with your letter.

You may begin sending in your April letters just as soon as you wish, but be sure to have them in by March 5. Now don't forget. Address:

Aunt Mary

BALTIMORE AND OHIO MAGAZINE,
Mt. Royal Station, Baltimore, Md.

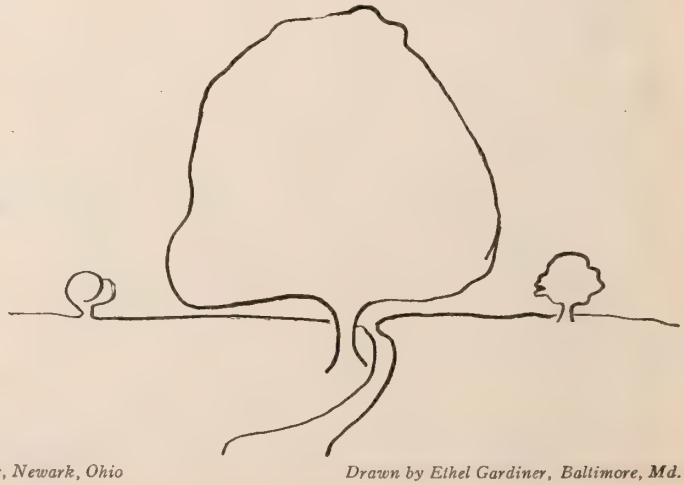
February

By Ida Smith
Daughter of Nelson Smith, Freight Handler, Camden Station

O, February,
You're contrary,
First you blow,
Then you snow,
But we like you well, you know.
And your ice
Is rather nice.
Coasting, too,
Is fun, that's true,
So here's my valentine to you.



Drawn by Marie Clemmings, Newark, Ohio



Drawn by Ethel Gardiner, Baltimore, Md.

Why Owls Can't See in the Daytime

Over in the meadow, in the hollow tree,
Lived an old mother owl and her little owlets three,
"Wink," said the mother,
"We wink," said the three,
So they winked and they blinked in the old hollow tree.

I KNOW that every boy and girl in the whole land knows that song, "Over In The Meadow," but I know just as well as I know that tomorrow is Saturday, that no little boy or girl has ever heard the names of those three owlets. Can you guess? Then I must tell you. They were Blinky, Winky and Booby.

For a long, long time these three little owlets lived with their mother in the old hollow tree. But owls, like people, must grow up. And so there came a day when the mother owl told Blinky, Winky and Booby that she must leave them.

"I have taught you how to catch mice, bugs and worms," she told them, "and now that you are full-grown owls, you are old enough to look out for yourselves. You may sleep in the old nest in the hollow tree as long as you wish, but you must be sure to be in bed by six o'clock."

"Yes, mother," said Blinky, Winky and Booby.

Mother said goodbye and flew away.

"What shall we do first?" asked Blinky.

"I shall go to sleep," answered Winky.

"When shall we get something to eat?" asked Booby.

"Oh, after a bit, there's plenty of time," said Winky, "I was out late last night and I intend to get to sleep now."

"And I, too," said Blinky.

"But I'd like to go and hunt for my supper now," complained Booby, "Mother said that six o'clock would be time to go to bed."

"Oh, come, don't be silly," said the other two, "we'll all wake up in time to get supper. Then we can sit up late."

So they all tucked their heads into the warm nest and went to sleep.

* * * * * *

"Get up! Get up! The sun has gone almost over the hill. The mice will be in bed and we'll have no supper!" cried Booby, shaking the others.

"Oh, dear, Oh, dear!" said Blinky, rub bing his eyes.

And "Oh, dear! Oh, dear!" echoed Winky, shaking his wings, "What shall we do? What shall we do?"

"I know!" shouted Blinky, who was fully awake now. "I know! Let Booby and me go out and wake up the mice—I can squeak like a mouse—and you, Winky, go chase the sun and hold him up in the sky long enough for us to see how to catch the mice."

"But," said Winky, "the sun is ever and ever so big, and I am so small. Suppose both of you help me. We'll catch the sun, put a string around his neck, and tie him to the top of that tall church spire. Hurry, let's catch him!"

So they got a piece of string that Mother had used to tie the sticks together when she built the nest, and all three set out.

They flew, and flew and flew, on and on, towards the big, red sun. And closer and closer they came. But the nearer they came the hotter the air became, and the brighter the light grew, and the bigger the sun seemed.

"Let's go back," said Booby, "the sun is too big; we'll never catch him."

But Blinky would not listen.

"Come on," he said.

Just then the big sun turned to see why they were following him. "What are you up to?" he shouted, beaming hard upon them.

"Squeak! Squeak!" cried Blinky, falling to the ground. "Oh, my poor eyes!"

"Oh, I can't see at all!" cried Winky, as he flew to a tree in a wood nearby.

"Whoo—whoo! This is awful," screamed Booby as he turned quickly to fly, too. But he couldn't see where he was going, for the hot rays of the sun had scorched his very eyebrows and singed the lashes. He struck against something hard. It was the side of a barn. He crawled under the eaves to get out of the sunlight.

And the three poor owls could not see for a whole day and night, and they had nothing to eat in all that time. On the second night, long after the sun had gone down, they came from their hiding places and met in the top of a tall tree.

"I'm so hungry," said Winky, winking his eyes.

"So am I," said Blinky, blinking his eyes.

"What shall we get to eat?" asked Booby, nodding his head.

"I don't know, said Winky, "but whatever we get, we must get it soon, for I can't see a wink while the sun is shining."

"Nor I," said Blinky.

"Nor I," said Booby.

And so they set out, weak and sore, to hunt for something to eat. But the only thing that they could find was a naughty chicken who had hidden in a tree outside of the hen roost instead of going to bed with his brothers and sisters.

"Shall we get him?" asked Winky.

"Yes," answered the others.

So they snatched the chicken from the roost and ate him for supper. And after they had finished their supper, Blinky flew to the top of his tall tree to spend the night, Booby hid under the eaves of the barn, and Winky went into the deep forest. And ever after that, Blinky was called a screech owl, because be always screeched in the middle of the night; Booby was called a barn owl, because he lived under the eaves of the barn, and Winky was known as a great horned owl, who lives in the deep forest. And neither one of the three could ever see again in the daytime.

Why Mr. Terrapin Carries His House on His Back

By Myra Gill

Daughter of J. F. Gill,
Freight Claim Department, Baltimore

MR. TERRAPIN is someone you have often seen, but I doubt whether you know where he came from. Well, I will tell you.

Mr. Terrapin came from Fairyland. There the fairies all loved him very much. He was forced to come to where human beings live to get things that the fairies needed.

One day, some girls saw him and ran away, screaming with fright, for you must know that Mr. Terrapin had no shell on his back. The boys threw sticks and stones at him. Then our old friend went to the fairies and asked for something to make him look better. The fairies soon granted him this wish by giving him a shell, which we call his house.

Mr. Terrapin went back to the land where human beings live and he liked it so well that he stayed.

Though this happened centuries ago, we still see this cunning old fellow and the house which the fairies gave him and which he carries on his back.



Myra Gill, who wrote the story of Mr. Terrapin

In the middle of the night, when all is silent, you can hear the screech owl trying to call the field mice from their beds; the barn owl goes about in the darkness to steal his food from the farmers, who are always trying to catch him; and the great horned owl comes to the edge of the wood and keeps the wood folk awake by calling:

"To-whit, to-whit, to-whoo-oo-oo!
My great ancient hall!
A king, a king I reign,
To-whoo-oo! To-whoo-oo-oo-o!"

But nobody believes that he is king of the forest or that he will ever be king, for he is too much of a coward in the daytime.

Baltimore Veterans Hear from Mr. Ennes

(*Continued from page 29*)

"Never in my lifetime of railroad experience have I had more wholehearted, sympathetic and helpful support from a set of men than I received universally in the two and a half years that I was with the Baltimore and Ohio Railroad, and you will understand that the inducements to me had to be very great or I should have remained with the Baltimore and Ohio the rest of my days."

Standing in Duckpin League

The recommendations of the Committee on Prize Money Distribution have been adopted by the Executive Committee, and are as follows:

Section A

1st team	$42.00	
2d team	32.00	
3d team	26.00	
4th team	24.00	
5th team	21.00	
6th team	18.00	
7th team	16.00	
8th team	14.00	
9th team	12.00	
10th team	10.00	
11th team	8.00	
12th team	6.00	$229.00
(1) High total team average (season)	$10.00	
(2) High individual average (season)	5.00	
(3) High individual average (3 games)	5.00	
(4) High individual average (1 game)	5.00	
(5) Contribution towards prize of $20.00 to be contested for between teams leading Sections at close of season, May 7th, 1921	10.00	35.00
Total for Section A		$264.00

Section B

1st team	$26.00	
2d team	21.00	
3d team	16.00	
4th team	11.00	
5th team	7.00	
6th team	5.00	$86.00
(1) High total team average (season)	$10.00	
(2) High individual average (season)	5.00	
(3) High individual average (3 games)	$ 5.00	
(4) High individual average (1 game)	5.00	
(5) Sames as (5) in Section A	10.00	$ 35.00
Total for Section B		$121.00

The League is entirely self-supporting and great interest is being shown in the games.

Section A, 12 teams, play at Carlin's on Saturday nights; Section B, 6 teams, at Aurora and Hamilton on Tuesday and Friday nights respectively.

Standing follows:

Section A

Week Ending February 5—Games Bowled at Carlin's

Teams	Games Rolled	Won	Lost	Per Cent.	Total Pins	Average
General Freight Claim Agent—Team A	30	26	4	.867	14,564	485.46
Auditor Passenger Receipts—Team A	30	21	9	.700	14,105	470.16
Auditor Passenger Receipts—Team B*	30	20	9	.690	13,906	463.53
Valuation Department—Team A	30	16	14	.533	12,907	430.23
Engineering Department—Team A	30	15	15	.500	13,472	449.06
Auditor Merchandise Receipts—Team A	30	15	15	.500	13,142	438.06
Engineering Department—Team B	30	14	16	.467	13,483	449.43
Transportation Department	30	14	16	.467	13,325	444.16
General Freight Claim Agent—Team B	30	11	19	.367	13,080	436.00
General Manager	30	11	19	.367	12,024	400.80
Auditor Merchandise Receipts—Team B	30	9	21	.300	11,955	398.50
Engineering Department—Team C*	30	7	22	.241	13,519	450.63

* Tie game involved.

High individual score, 1 game, Everhardt, A. E.—A. M. R.—A..... 172.0
High individual average, 3 games, Everhardt, A. E.—A. M. R.—A... 121.1

Individual averages of the 10 highest men:

	Team	Games	Total Pins	Average
Hahn, H. P	Engineering—C	24	2512	104.66
Ittner, H. F	G. F. C. A.—A.	29	2953	101.82
Correll, E. E	G. F. C. A.—A.	19	1921	101.10
Dusman	A. P. R.—B.	15	1493	99.53
Hessenauer, J. C	G. M.	9	896	99.44
Warren, W	Engineering—A	27	2665	98.70
Ellifrits, W. H	G. F. C. A.—A.	30	2948	98.26
Boring, J. R	G. M.	18	1767	98.16
Riggan, J. H	A. P. R.—A.	12	1170	97.50
Dunphy, L	A. P. R.—A.	29	2821	97.27

Section B

Week Ending February 11—Games Bowled at Hamilton and Aurora.

Teams	Games Rolled	Won	Lost	Per Cent.	Total	Average
Adjustment	30	22	8	.733	14,282	476.2
Motive Power	30	18	12	.600	14,134	471.4
Auditor Merchandise Receipts—Team D.	30	17	13	.567	13,937	464.17
Car Service—Team A	30	15	15	.500	13,970	465.20
Car Service—Team B	30	11	19	.367	13,375	445.25
Valuation—Team B	30	7	23	.233	13,031	434.11

High individual score, 1 game, Struth, F. W.—A. M. R.—D..... 134
High individual average, 3 games, Struth, F. W.—A. M. R.—D..... 118

Individual averages of 10 highest men:

	Teams	Games	Total Pins	Average
Struth	A. M. R.—D.	27	2851	105.16
Miller	Adjustment	27	2704	100.40
Donald	Car Service—A	22	2189	99.11
Pund	Adjustment	15	1479	98.90
Guerke	Car Service—A	9	887	98.50
Smith	Motive Power.	30	2944	98.40
Mueller	Adjustment	30	2916	97.16
Bryan	Car Service—A	27	2614	96.22
Lee	Motive Power.	21	2035	96.15
Vollman	Motive Power.	30	2885	96.16



Safety Roll of Honor

Baltimore Division

On November 1, No. 511, engine 5205, lost time between Philadelphia and Newark, failing for steam. Fireman J. Jacobson, who was deadheading on this train to Baltimore, noticed same and when train stopped, went to the engine; upon finding what the trouble was, he fired the engine for the remainder of the trip from Newark to Washington and brought the train in on time. Mr. Jacobson's action in this case was highly gratifying and he has been commended.

On November 19, at 24th and Chestnut Streets, Philadelphia, while engine was placing some milk cars at the milk shed, Brakemen John Fox, who was riding cars, noticed a woman fall across the track within a few feet of them and jumped off and pulled her from danger. Brakeman Fox's quick action saved this woman's life as the wheel was within half a foot of her when she was pulled from her perilous position. The engineer could not have been singaled in time to stop the cars. Brakeman Fox is commended for his timely rescue of this woman.

On December 8, when train No. 53 was pulling away from Twin Oaks, the engine crew noticed a bright headlight at the road crossing east of the station coming down the westbound track in face of the engine. Engineer W. G. Bryan immediately applied the air and stopped the train. Investigation by Engineer Bryan and Fireman W. Witteck developed an automobile had gotten on the track when driver lost control of the steering gear when it came against the rail. It was raining hard and the timely discovery by Engineer Bryan and Fireman Witteck probably saved the lives of the occupants of the automobile. Engineer Bryan and Fireman Witteck also helped these people out of their predicament by assisting in getting the automobile off the track. They have been commended.

Cumberland Division

Under date of December 31, Mr. A. Williamson, superintendent, Western Maryland Railway, Cumberland, Md., wrote our Superintendent Van Horn, advising that one of our conductors, while in the vicinity of Black Oak, Md., December 29, noticed the Western Maryland bridge on fire and immediately got in touch with their dispatcher by telephone so that arrangements could be made to protect traffic.

Superintendent Williamson requested the name of this man so that he could wri e him and express his thanks. Investigation dedeloped that this was Conduc or C. A. Sigafoose, in charge of extra east, engine 4839, who upon seeing the bridge on fire while passing that point on our tracks, immediately stopped his train and went to the Western Maryland telephone at the pull-out switch, notified the dispatcher and then took his brakeman, G. F. Donaldson, and extinguished the blaze by use of water from bucket in the caboose.

Upon being given this information, Superintendent Williamson wrote these gentlemen under date of January 18, extending his thanks in behalf of the Western Maryland management for their action in this case.

We are glad to mention this meritorious action in our MAGAZINE.

During 1920 the operators on the Cumberland Division contributed materially to safe operation by close observance and prompt action when noting defects and irregularities, as is shown by the following record:

NATURE OF OBSERVANCE	NUMBER OF CASES
Brake rigging down	28
Wheels sliding	12
Hopper bottoms down	10
Broken rails	8
Signals	5
Hot car boxes	4
Close clearances	4
Loose car doors and ladders	4
Obstruction removed	3
High and low couplers	3
Carrier plates and yoke bolts broken	3
Broken arch bars	2
Shifted loads	2
Broken wheels	2
Track conditions	1
Switch not properly closed	1
Broken spring hanger	1
Broken train line	1
Unsafe practice	1
Total	95

Among the above observations is included the following defects, investigation of which developed the necessity of setting off cars on line of road:

Broken arch bars	2 cars set off.
Hot car boxes	2 cars set off.
Broken wheels	2 cars set off.
Yoke bolts broken	1 car set off.
Broken train line	1 car set off.
Total	8 cars set off.

An estimate of the trouble likely to have occurred, had a number of these defects been unnoticed and no correction applied, is only a matter of speculation, but it is obvious that considerable damage and delay would have resulted.

On January 15, an extra west was in charge of Conductor C. E. Savage and Engineer W. J. Avers. While Conductor Savage was examining his train at M. & K. Junction, he found west wheel of west truck under Baltimore and Ohio 96432 with 24 inches crack and 2 inches of flange gone. He backed the car off at M. & K. Junction where repairs were made. This was an old crack and was not visible to inspection until after the wheel had become warm and the crack opened. Conductor C. E. Savage has been commended for his close observation on line of road.

Pittsburgh Division

The following employes of the Pittsburgh Division have been commended for their splendid work, for their carefulness, and for being on the alert. We are proud of these men; they have the interest of the Company at heart:

W. R. Austin, engineer, and H. J. Meinhart, roundhouse foreman, reporting engine leak and repairing same immediately; engine 1172 on November 4.

J. A. Welshonce, conductor, discovering and reporting broken rail on June 12.

J. F. Sweeney, operator, observing brake beam down on C. I. W. 17635, September 14.

L. L. Lovejoy, passenger brakeman, caught professional pickpocket and turned him over to police, July 2.

H. E. Abel, freight engineer, discovering large rock on track and handling situation well.

A. D. Weigel, operator, observing and notifying conductor that door of refrigerator car was open, September 14.

William Bick, operator, removing plank on road crossing loosened by brake rigging on engine, October 4.

Charleston Division

R. L. Hedrick, baggagemaster, No. 36, between Elkins and Gassaway, was noted assisting in handling express, which demonstrated that he was interested in getting train over the road. He is commended.

Asa Carr, conductor, while in charge of extra 2951, found switch at Adrian Junction with lug broken off, nothing holding switch points. Had repairs made, averting accident. He is commended.

Engineer A. W. Pickens and Fireman L. L. Gould, No. 52, discovered engine 1343 had side chest leaking. These men worked on engine at Pickens in order to get her in shape to handle train back to Weston, averting delay. They are commended.

Conductor H. L. Beamer and Engineer C. G. Waggoner have been commended by the superintendent for the efficient work rendered and interest taken in prompt completion of reconstruction of bridge 40-C at Arnold.

Conductor H. E. Bragg found hot box on car in his train at Frametown. Instead of setting off, he repacked box and handled car to terminal. He is commended.

A. F. Pennywell, agent, Falling Rock, has been commended for the interest he has shown in the work at his station, and for his action in avenging claims.

Conductor G. H. Felix, Brakeman A. L. Boone and M. Childress and Engineer S. H. Haymond found slide on Sutton Branch. Instead of delaying traffic by waiting for sectionmen, they personally cleared the obstruction. They are commended.

On December 28, Brakeman H. E. Wilson, noted irregular track conditions at Orlando Junction and Pembroke, which if not promptly corrected, might have resulted in derailment. He reported these conditions and had them repaired. He is commended.

The following engineers have been commended for making a showing of over 100 per cent. in fuel performance for November:

W. T. Spencer, C. A. Mullins, J. A. Dougherty, S. L. Rodebaugh, B. J. Phillips, O. W. Gum, J. C. Jordan, A. F. Vorholt, O. E. Wright, W. B. Amos, C. U. Skiles, Albert Groves, C. G. Waggoner, A. B. Nicholas, L. B. Shomo, A. N. Burrows, Alva Kibbe, H.W. Fury, W. P. Duffield.

Newark Division

On January 8, "Jack" Tietter, Western Union Telegraph gang foreman, discovered a broken rail just west of Dillon. He promptly reported the matter to the train dispatcher, and ran his motor car after trackman to make repairs. He has been commended for his watchfulness and prompt action.

On December 15, Operator O. M. Varner, Bridgeville, Ohio, while returning from work, discovered broken rail one mile west of Bridgeville, flagged No. 89 and gave them message for section foreman at Sonora, Ohio, also notified dispatcher.

In addition to this, on morning of December 18, while going to work, he discovered another broken rail in main track just east of Bridgeville Tower, and notified sectionmen and dispatcher.

Mr. Warner is commended and suitable entry has been made on his service record.

New Castle Division

On December 17, No. 14, engine 5010, was stopped east of Kent, Ohio, by Express Messenger Martin, who had heard a noise under car while passing Kent. Inspection developed that bottom brake beam rod on Baltimore and Ohio car 1808 was down, and brake shoes dragging on the rail, creating unsafe condition. The prompt action of Mr. Martin eliminated the possibility of an accident. Superintendent Stevens has written a letter of commendation to Mr. Martin, also one to Mr. L. W. Prehm, Superintendent of the American Railway Express Co., in whose employ Mr. Martin is, thanking him for Mr. Martin's interest.

On Thursday, November 25, No. 7 was flagged at Hereford, Ohio, by A. R. Daniels, a resident of that village, who notified the conductor of a broken rail on the westbound main track. The prompt action of Mr. Daniels averted a possible accident. Superintendent Stevens has written him a letter of commendation, for his interest. Mr. Daniels is not an employe of the Company.

Cleveland Division

CLEVELAND OHIO, January 7, 1921.

MR. F. L. NICHOLSON,
Brakeman,
Cleveland, Ohio.

Dear Sir—We understand that on December 29, while No. 91 was passing "RD" Tower, on the Parma Run, you noticed broken flange on Baltimore and Ohio 150166 and twisted truck on Baltimore and Ohio 149737, and that you immediately notified the conductor in charge of No. 91, who had car set off. In all probability an accident was averted by your careful observance, and I want to commend you and assure you that your actions are very much appreciated.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

Chicago Division

J. R. Clements, operator, Alida, flagged two trains on the same day because of brakes sticking: Engines 4260 and 4301. Mr. Clements is commended.

On December 28, as extra 4323, east, was passing Kimmell, Ind., W. A. Reinhold, third trick operator, discovering hot box, which could not be detected by crew because of snow blowing, stopped train by advance signal. Mr. Reinhold says that he figured that a delay was far better than an accident. He was commended.

On December 24, as extra 4323, east, was passing Wellsboro, Ind., First Trick Operator A. G. Lemert noticed hot box. He notified crew, train was stopped and hot box examined. It was found that the journal had burned or broken off. Arrangements were made to have car set off. Mr. Lemert is commended.

Ohio Division

On December 9, when engine 5020, No. 12, became suddenly disabled, Engineer Cadden, with the assistance of Fireman C. E. Harper, took such action as to avert serious delay, for which action they have been commended.

On December 11, Engineer Waldo Laughlin discovered a broken rail on ash pit track at Athens. He immediately notified sectionmen and assisted them to repair the rail. Prompt action taken on the part of Engineer Laughlin possibly averted accident and delay. He is commended,

Trackman Earl Yates at Black Fork, Ohio, while temporarily in charge of section at that point, during the absence of foreman, who had been called away on other Company business, discovered a brake beam wedged in the track in such a manner as might have caused an accident. He immediately removed obstacle. Commendatory letter has been written him by Division Engineer Chamberlain.

On the morning of December 27, while extra 2711, west, was passing Grosvenor, Car Inspector W. D. Wildes observed column bolts broken and arch bar bent up against transom of the fifth car from engine. He immediately signaled to engine crew, train was stopped, and it was discovered that column bolts had been broken and some of them as well as the arch bar bent up against transom, the heads of column bolts being on each side of transom, which kept truck in a rigid position. Due to Mr. Wildes' watchfulness and prompt action taken, an accident was undoubtedly averted. He has been commended.

Indiana Division

On December 26, when extra 2920, east, was leaving North Vernon, John T. Booker, ash pit man, noticed brake beam down on PGX 971 when crossing Pennsylvania Crossing at North Vernon. Mr. Booker immediately notified Brakeman Spillman, who communicated this information to conductor, train was stopped and condition corrected. Appropriate entry has been made on Mr. Booker's service record.



Operator R. A. Trapp

On December 26, when extra 2724, west, Conductor Elliott, was passing Marysville, Operator R. A. Trapp noticed something wrong with a car, but was unable to stop it at Marysville. However, he called agent at Otisco on city phone and succeeded in having train stopped at that point, where it was found that truss rod was dragging. The close observation of Operator Trapp is commendable and appropriate entry has been made on his service record.

Toledo Division

On December 21, Brakeman George Ballard, on looking over his train at Hamilton water plug, discovered car F. G. & E. 23858, loaded with potatoes, off center and trucks almost from under car. The car, in a dangerous condition, was set off at Hamilton. Possibly a severe accident would have resulted had it not been for close observance of brakeman Ballard.

Epigrams of W. C. Bowhay

Special Agent, Freight Claim Department

Some fellows are so busy watching the other fellow that they never have time to prepare themselves for promotion.

When a gink tells you how he is doing two men's work, just refer him to Deuteronomy, V-20.

If we had to BUY our office supplies from the stationery clerk, a baby's stocking would hold enough rubber bands, pens, pencils, pins and erasers to last a force of about 304 men 87½ working days.

If we were all forced to love our neighbors as ourselves the boss could have my job and I would go into the moving game.

In order to take a moving picture of some clerks the movie man would have to start his camera as the buzz announced quitting time.

He swore, the grouchy husband pup,
Because he had to hook her gown,
Then when he had her all dressed up,
She turned on him and dressed him down.

The Baltimore and Ohio will always give you a fair show, even with bum actors on its pay roll, but it's different with the Theatre Trust.

A poor man invented a patent face washer which was a failure. His wife advised him to market it as a drinking fountain. They now own their home and have plenty of money.

Father will use up all of mother's fruit jars for his home brew and then get mad as a hornet when mother buys a can of peaches.

Before you tell anyone the boss has it in for you, find out if he knows that you are on his pay roll.

When the old man gets sick and is so cross that the whole family gives him a wide berth except mother, he begins to realize that friend wife looks like she did when they were first married.

The country's dry and it's a fact,
That fishes now roost on a limb,
And when it rains the frogs will croak,
Because they never learned to swim.



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Engineering Department

Correspondent, OSWALD EDEN

"Velvet Joe" says: "If the women need any switches they should walk along the track until they find one."

The drafting room mournfully misses the demure Miss McCarthy, who has departed the dull, dreary office life to be wedded to her San Antonio Othello.

"Jits" Fleagle has been nicknamed "Cactus Charlie." He has supplied each one in the drafting room with a different species of cactus for window and table decorations. We wonder if this is a subtle attempt to get the office engineer's force to retain their fond memories of the former Miss McCarthy, who now resides in San Antonio, Texas, or if he is trying to show us how one can be dry and still thrive.

Railroad Notes

By intricate financing, "Ted" Ziegfeld has secured a lease on a narrow-gauge Lionel Railroad. His daughter is well pleased with this stroke of strategy. He also bought a herd of cattle at the ten cent store for the vast estate at the foot of the mountain.

"Ed" Pyles has acquired a wide gauge railroad and through equipment trust funds has just announced the purchase of additional rolling stock.

"Bill" Pinschmidt is having trouble on his private railroad. His switchmen have gone on a strike and he now throws the switch himself. He has consulted Mr. Herbert Dawkins, the electrical consulting engineer, about electric switches. Mr. Dawkins will make his report shortly. "Bill's" oldest boy—yes, he has two of them—has been promoted to tower operator.

J. W. Linnbaum and J. E. Schueler were also prominent railroad magnates during the Christmas season, devoting much spare time to line extensions and to raising the operating efficiency.

Since "Joe" Kemp has been married, his former habits have, of course, been changed very much, but he has not neglected his musical education. He attends the concerts at Stieff Hall frequently, where a good time is to be "had by all," and very reasonable.

G us Hauser worked hard as
U sual on December 31, when he
S tarted to clean up

H is library, files, and drafting table.
A s it is his
U sual custom to
S tart the New Year right, he always
E ndeavors to rid the premises of all
R ubbish.

C onsistent with past performances,
L ots of junk was handled roughly;
E ngineering books were hastily perused
A nd several large blue prints,
N ever before used, were relegated to the
S crap heap.

U pon the table he placed a new white
P aper cover, and on January 3, he was ready to accumulate another year's supply of rubbish.

Passing mention might be made of the fact that little "Willie" Joyce, our office boy, has passed the era of knee breeches, now hiding his shapely (?) calves from the eyes of the world by the wearing of long trousers. I wonder what his sweetheart—he told me he had one—thinks of her "young man" now? However, "Little Willie" is no more little—it is now "William."

Office of General Freight Claim Agent

Correspondent, MISS E. T. MURRAY

On December 29, friend Reuben, Record Division, was all smiles. "What's going on, Reuben?" he was asked. "Oh, boy! I am going to a big party tonight out at Marie's house in Hamilton. Yes, sir! They've got mistletoe 'n everything out there, and believe me, boys, I'm going to hold someone under it too." So between watching the clock and giving Marie the "cute" side smile, 5 o'clock arrived and Reuben hustled home. It is quite evident he had a glorious time as he wore the smile of content the next day, and is still talking about it.

When's your next date, Reuben?

A large office like ours is seldom without a sick list; those on our recent list are: Miss V. C. Brown, Miss A. Marshall, Miss M. H. Reider, Miss E. E. Norris and J. A. Downey.

"Gee, I hope they never get anything on me to put in the MAGAZINE," was heard from Mrs. Lozon of O. S. & D. Division one day recently as she was reading over the "Among Ourselves" Department.

Well, here goes. . . Ah! we'll just let Cupid tell it.

The members of our office wish to extend their heartfelt sympathy to John S. Smith, O. S. & D. Division, in the loss of his mother, on December 29.

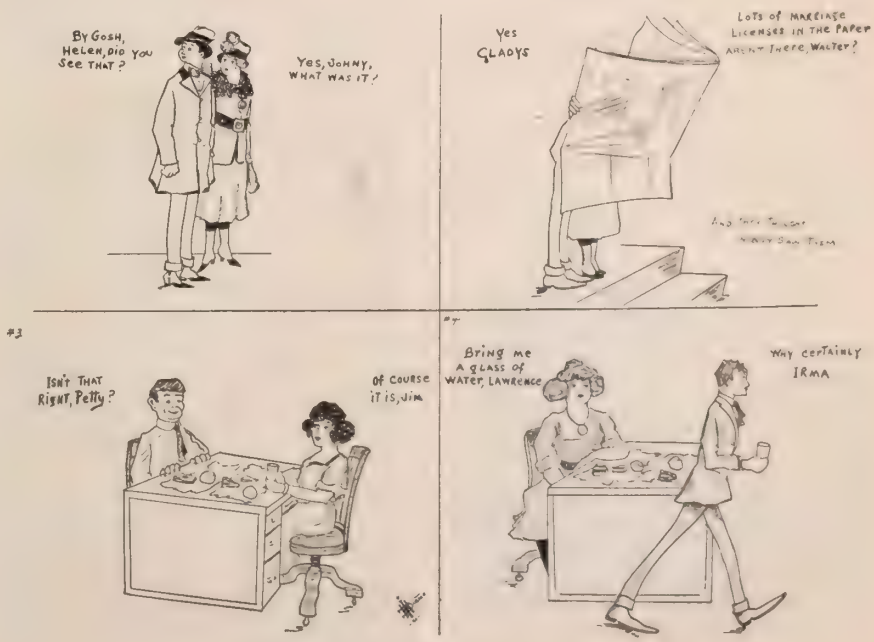
Edward H. Scott, Accounting Division, has resigned his position to take up radio operating at United States Naval Training Station, Great Lakes, Ill. Good luck go with you "Scottie."

"Why is a pancake like the sun?"

"Dot's easy," answered the Swede. "It rises out of der yeast, and sets behindt der vest."

HE is head clerk in Accounting Division and SHE also works in that division. Each morning before 8.30 HE and SHE exchange smiles, and have a little chat, etc., and oh, how happy they are to begin work!

Miss Ida M. Brandt, O. S. & D. Division, resigned her position on January 16 to accept a position as housekeeper—just for two. More in our next issue.



Matrimonial claims—Approved or Rejected?



Angela, age 3½ years, and Dorothy E., age 1½ years, interesting little daughters of J. Koerner, investigator, L. & D. Division

A Pipe Dream

By E. H. Brewer

I do not think that any of the girls would like to try this experiment for the "blues," but believe some of the boys in the office who are addicted to the habit of "Hitting the Pipe" might like it.

Did you ever feel so blue that your best friend did not look good to you, that your food did not taste right and your favorite smoke seemed rank, in fact, feel so out of tune with everything that you begin to wonder if you were not born under that sign of the zodiac which points to "GOAT." Well I have and here is my remedy.

For years I have kept a Missouri meerschaum (corn cob) pipe on hand. It is an old battle-scarred warrior of many smoke battles, much blackened and a rather disreputable-looking article, which the wife has three times endeavored to consign to the ash can. This old veteran, which I am ashamed to show to the public, I take from its secret hiding place, fill it up and go off by myself and have a quiet, sweet smoke. Then out of the fog of smoke the sun will suddenly shine and the world again smiles brightly for me.

My pipe is out—smoke up.

Printing Department

Correspondent, M. J. CONROY, *Proofreader*

Another "First" for Mr. Jones

While our friend Mr. Jones of the Charleston Division is being acclaimed for winning first prize in the Essay Contest, Eastern Lines, and justly so as the first correspondent of the MAGAZINE, we will have to hand him another "first," namely, for the neat manner in which he submits his "copy" for the MAGAZINE. What untold blessings are called down upon the head of the man—or woman—who prepares his copy in a careful and painstaking manner for the patient but long-suffering printer! We might mention also in this respect, *ex aequo*, the Honorable George W. Haulenbeek and our own beloved "Aunt Mary." We herewith, however, with all due solemnity award to Mr. Jones the Order of the Printer's Louse of the *fourth* degree with the blue ribbon and gold star. We desire particularly to emphasize the *fourth* degree, because there is a vast difference between the Order of the Printer's Louse of the *first* degree with the black ribbon, His Satanic Majesty rampant on a red hot plate, and the *fourth* degree with the blue ribbon and star. We award the first degree daily—vocally, mentally and absentmindedly. Even the editor of our MAGAZINE, though he be our friend and a gentleman withal, and also despite the fact that we both sing tenor in the Glee Club, has been decorated with the first degree time and again. In fact, there are two departments here in Baltimore with which we have large dealings, and which, were they to wear all the decorations of the first degree that have been conferred upon them, would look like the late Mark Hanna in his famous $ suit in which the cartoonists took such great delight in clothing him.

We extend our congratulations to Mr. Jones and wish him first in everything good and honorable all through life.

Famous Men Born in February

St. Valentine, Abraham Lincoln, George Washington, "Charley" Lehmen.

Famous Spendthrifts

The Egyptians spent 30 years in building the great pyramid of Cheops; the Kaiser spent five years in trying to conquer the world; Harry Reay spent New Year's day in Hagerstown.

Henry and Martin Call on William Penn

Our two "devil boys," Henry Buettner and Martin Bafford, spent New Year's day in Philadelphia and witnessed the famous Mummers' Parade, which they said was the greatest, grandest and most glorious spectacle ever conceived by the mind of man, and which contained more surprises than were ever gathered together in three rings under one circus tent. In order to make sure that they would not miss the train, neither of them retired the night before, but met at Camden Station at 3.30 in the morning and arrived in the City of Brotherly Love as the sun began to peep over the hills. Martin said he saw more people on the street there at six o'clock in the morning than he ever saw in Baltimore at noon. But Henry said he thought that half the crowd looked like they were from Baltimore, for they were looking up at the tall buildings and bumping into one another and trying to find some place in which to get an oyster stew.

The parade was wonderful, they said, but the "cops" were sure some rough "guys." They wouldn't let them move around at all—made them stand four hours in one spot! It was a great day though for the boys and will long be remembered, despite the fact that it took them several hours to get their bearings and find their way back to 24th and Chestnut Streets.

Purchasing Department

Correspondent, S. J. O'NEIL

Miss Marion Anderson, stenographer, was married to Mr. Edward Hale, at the residence of her mother, 1924 Penrose Avenue, on January 4. Mrs. Hale gave as her reason for leaving us, "I am going to help, mother at home." Mr. and Mrs. Hale have our best wishes for long life and continued happiness.

Cupid has paid us another visit. Harry Adams, a veteran in railroad service, was married to Miss Bessie Fisher on December 23. Here's luck, Harry, to you and yours. We hope that prosperity will shine upon you from every angle.

Earl Otto, clerk, Lumber Department, has been having quite a time lately about getting to the office on time. His excuse was, "a steam roller on the track." On January 11 he didn't show up at all, so we thought that he had been hit by the roller. No; he called up and said it was a girl. Congratulations, Earl!

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Our readers will note that the Purchasing Department is not lacking when anything is doing in the Cupid line. Anyway, there shouldn't be an excuse for a single fellow to be lonely among such splendid opportunities as there are in our department.

John Hayes, timekeeper, is another one of the old standbys. All his friends have been under the impression that John was a *quiet, unassuming* fellow. We don't dispute that he is all those things, but at the same time there are some little rumors going about. Good work, John; come on in, the water's fine.

Relief Department

Correspondent, H. IRVING MARTIN

Our sick man, Robert H. Baldwin, has had a tough time of it. At this writing he is on the road to recovery and we all hope that the road will be a short one. It takes serious illness to bring out the depths of the real feeling for a fellow clerk. If all of the hopes, as expressed, come true, R. H. will be a well man and that right speedily.

Miss A. Paula Bernhardt wound up the old year by undergoing an operation for the removal of her tonsils. Truly not a pleasant holiday experience, but we are sure that the operation will be of lasting benefit. Your correspondent speaks from experience.

Among our visitors this month was John T. Mercer, formerly shop foreman at Mt. Clare. He dug into his memory and recalled S. B. Crawford, E. L. Weisgerber, E. T. White, "Tom" Turner, A. J. Cromwell, and many others dear to the hearts of the veterans.

Recent news items told of the discovery of a new sun, a star in the constellation, Orion. I'll wager it doesn't shine as bright for some hearts as does a new diamond ring that I heard about last week. Just a Christmas gift? "Mebbe" so, "mebbe" not.

Speaking of rings, what does one of our young chaps do but get himself a wedding ring and a wife. It happened on December 24 at the Parsonage of Broadway M. E. Church, when Rev. Daniel L. Ennis married Margaret May Hagner to John Norris Desverreaux of the Savings Feature. All the world loves a lover and a pair of lovers are sure of a double portion of affection and good wishes. The sailors on the sea of matrimony have anchored their bark at 1523 North Wolfe Street, Baltimore.

We regret to record the passing of the mothers of two of our veteran employes. They have "slippit awa" but are not forgotten.

Mrs. Louisa Bredehoeft, widow of Gustav Bredehoeft and mother of our "Uncle John," died on Saturday, January 1, at her home, 914 North Caroline Street, Baltimore. She is survived by two sons, Louis C. and John C. Bredehoeft, and by six grandchildren. She lived to complete 83 years with the full possession of her mental and physical faculties.

Mrs. Philena H. Griest died December 13, at the residence of her son, Samuel H. Griest, Rolling Road, Relay, Md., on the threshold of her 90th year, from the infirmities of old age agumented by an attack of pleural pneumonia in May, 1920. Born January 27, 1831, near Penns Grove, Chester County, Pa., of Quaker parentage and early left an orphan, Mrs. Griest was reared by a minister of the "Society of Friends," Samuel Hadley and his wife Phoebe, until her marriage February 17, 1860, to Willing C. Griest of Flora Dale, Adams County, Pa.

At the expiration of her husband's term of enlistment in the Civil War in 1863, they moved to Havre-de-Grace, Md., where in 1869 they joined the Methodist Episcopal Church, of which they remained members until their respective deaths in 1904 and 1920. Of a distinctly optimistic temperament, Mrs. Griest was at all times able to perceive and live in the radiance of the silver lining of every cloud and through her cheerful disposition and keen sense of humor was a favorite with all who knew her, both old and young. During the recent great World War, she was an active member of the Relay branch of the Red Cross, attending every meeting; her skillful use of the old style steel knitting needles in knitting socks for the soldiers being a source of wonder to all who beheld her dexterity at her advanced age.

Mr. Griest is in charge of the Fire Insurance desk of the Savings Feature.

Miss Aileen Burns spent some days of a belated vacation in December renewing her acquaintance with her home town of Relay by the banks of the Patapsco. Her annual trip for sight-seeing purposes took her this year to Buffalo, but your chronicler at that time omitted to record her wanderings. She looks fit now to stand the strain of daily travel from Relay to Baltimore until the next rest period becomes due.

One of our social secretaries reports this "party in a parlor."

On the evening of December 27, a holiday party was held at the home of Miss Lillian C. Gerhold, Overlea. The rooms were tastefully decorated with green, red and silver drapery, holly and mistletoe. Games were played under the direction of the game mistress, Elizabeth Brune. Instrumental and vocal selections were rendered by Elizabeth Helfrich, Lillian C. Gerhold, Walter W. Lanahan, George H. Gerhold and Henry Wich. Much of the evening was given over to dancing, after which the guests were escorted into the dining room where refreshments were served. They all expressed themselves as having spent a very pleasant evening.

Among those present were: Mrs. George C. Kirchner, Messrs. and Mesdames John Gerhold, Sr., George H. Gerhold and J. Ernest Bucheimer; Misses Esther Harr, Evelyn Adams, Elizabeth Brune, Elizabeth Helfrich, Mary F. Wiglesworth, Lillian C. Gerhold and Virginia Jenkins; Messrs T. Parkin Scott, Sr.; Major Jenkins, D. R. Thirston, Walter W. Lanahan, Henry Wich, James Clancy, Charles Smith, G. Alston Stevens, Jr., D. Robert Repp, James E. McCann, William Gerhold, Marion A. Gerhold and John Gerhold, Jr.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

It would have required quite a large sized pack to hold all the presents that were exchanged by the clerks of this office during the Christmas season. We doubt if a good big wagon would have accommodated all. Everybody seemed to have been affected with the same fever, for on Christmas Eve, every desk in the office showed anywhere from one fancy box up to a number reaching into the double figures. The list covered most everything that could be thought of, some useful, some ornamental, from toys to silverware.

Some worthy of mention were: Albert Lehman—one set of duck pins. This present apparently had a demoralizing effect because on the first night after receiving this gift, Albert's team dropped three straight. Miss Russell received a funny looking affair on a stick. Some say its excuse for existing is as a back scratcher; another ventured a guess that it was a powder puff; but it looked to us like an oversized tooth brush. Last but not least, our old friend "Joe" Heine of Ellicott City was presented with a Buster Brown collar and two bow ties, one pink and the other blue. "Joe" must look awful cute when all dressed up in his new collar. This bird also received a couple of wicked-looking cigars with red and yellow bands—red for danger and yellow for the fever of that name.

We might also mention the fact that the diamond crop was exceptionally large and profuse and many a hand and arm has been in a cramp ever since.

It was an ill wind that blew on "Charlie" Tucker January 12. During the process of moving records in the basement, "Charlie" put on a pair of old trousers, neatly wrapping his good ones in paper and placing them by the window. But—he forgot all about them until nearly quitting time. They say it's the unexpected that puts "pep" into life, and it was the unexpected that put "pep" into "Charlie" when he went to look for his bundle, because they were not there. According to eye witnesses, the entire southern end of the relief pair was missing and young Tucker has old man Winter to thank for saving him a very embarrassing trip on the street cars, because a long overcoat will hide a heap of sins. Just suppose it had been the good old summer time. Oh boy! Charles for the barrel stunt.

Under the heading of "Labor Saving Devices" we will place that new pinkish blue grayish brown suit of French T. Gartrell's. The reason for doing so is explained by "Joe" thusly: You can't see the gravy when he spills it down his vest, thereby it saves a lot of worry and the expense of having a suit cleaned every now and so.

It is also reported that French (not "Joe") now combs his hair with his hat on. Another labor saver. French comes back and says "Joe" never combs his hair either with his hat on or off. The secret is out!

Here is standing of teams in Office Bowling League as of January 12:

	Won	Lost	Per Cent.
Kilkenny Kats.....	17	10	.630
Wild Cats.....	15	12	.556
Sad-as.....	14	13	.518
Excelsiors.....	8	19	.296

Records established thus far are: high individual, single game, Spurrier, 131; high individual, three games, Pritchard, 338; high team, single game, Kilkenny Kats, 493; high team, three games, Kilkenny Kats, 1,401.

Keen interest is still maintained and we hope for its continuance.

While some records may be made on the alleys during the playing season, judging from the talk that is going the rounds, several new marks for endurance and capacity are liable to be established when the boys put on the feed bags on the night of the big party.

Brown Derby Winners for the Last Period

December 15—Each member of the Wild Cats team was presented with a brown derby for rolling the magnificent total of 26 pins in one complete frame.

December 22—Reichert. None on a spare and one in the box.

Jannuary 5—Mr. Schuster. All league records shattered—three balls down the gutter.

January 12—Mr. Milnor. Five pins in two boxes.

A little bird just whispered to us that W. B. Dudderar, assistant auditor, is now a GRANDPA, said important event occurring during the middle of January, when the family was increased by the advent of two grandsons. Congratulations, and our best wishes for the future health and happiness of the twins.

Telegraph Department

Correspondent, DELLA M. HAIN

C. T. Ebsworth is talking about a trip to Texas next summer—we don't make it hot enough for him here.

General Foreman Curtis, Newark, Ohio, spent a day with us recently. Come again, Mr. Curtis.

You're never too old to learn—or to find out things. Imagine, Mr. Thompson presented our plant clerk with a teething ring when she was a baby.

Attention, all office boys and stamp lickers: Our chief inventor has invented an invention for flavoring stamps and envelope flaps. Any flavor except that with a kick in it.

B. F. Thompson, telephone engineer, has been appointed a member of Committee No. 11, Telegraph and Telephone Section, American Railway Association. Congratulations, "Ben."

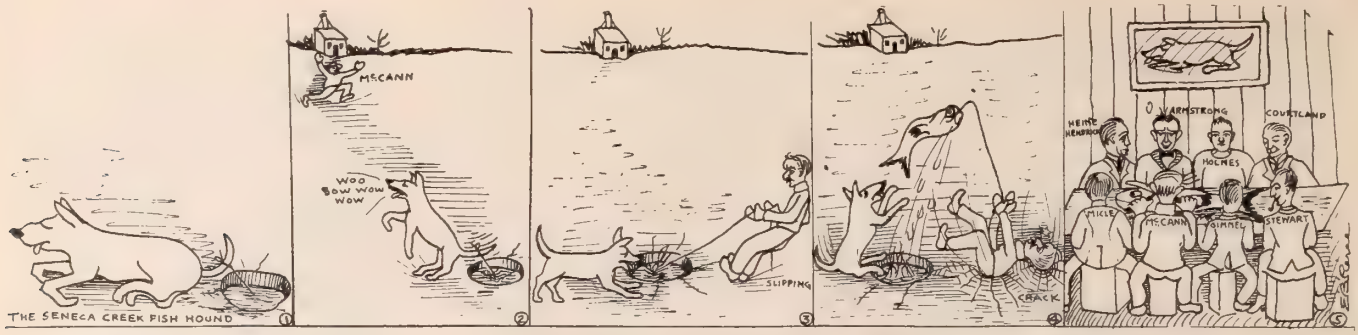
And our assistant inspector, C. R. Friend, Grafton, was married on November 29. He did it like he does everything else—made a good job of it and kept quiet. Congratulations are late, but in order.

DON'T WRITE A TELEGRAM without first deciding that it is impossible to handle it as a mailgram.

"Bill" Brown says a turkey goes "gurgle, gurgle, gurgle."



Charles Howard, son of J. W. Bishop, plant clerk, Telegraph Department



SEE DESCRIPTION OF THIS EVENT BY R.W. STEWART



Mr. Donnelly has a new pair of rubbers. We sincerely hope they will guide his hoofs the proper way. He is walking around here with his fingers crossed now. We don't care so long as it's not contagious.

Valuation Department

Baltimore Office

Correspondent, E. B. PIERCE

A Fish Story

By R. W. Stewart

J. E. McCann had a wonderful dog,
That sat all day like a bump on a log,
By a hole in the ice with a line on his tail,
Whenever he barked Mac was sure of a whale.

A-running he'd come and pull it up quick,
Take it up to the shack and fix it up slick,
As a treat for a bunch of the boys from Mt. Clare,
That were sampling Mac's cooking that day on a dare.

They survived the ordeal—but the after effect
Caused each one to feel he was filled to the neck,
And vengeance they swore on the one that dared speak
Of that miserable spot called Seneca Creek.

They returned the next day all tumbled and torn,
Regretting the days on which they were born,
Then swore altogether that until Judgment Day,
Close to their own firesides they surely would stay.



G. F. Hatch

When this department moved to its present location, the 11th floor of the Baltimore and Ohio Central Building, all concerned soon realized the improved working conditions as compared with our former quarters in the Riddlemoser Building. We have room to move around, necessary furniture—especially chairs—plenty of light and good ventilation. Orders are given to open all windows wide three times a day for periods of five minutes. We are setting the example for every other crowded office. It causes shivers and scatters papers at times, but we resume our work invigorated and refreshed.

Appreciation is shown in the determined effort everyone is making to master the detail necessary to complete the valuation of a railroad of such size and magnitude as the Baltimore and Ohio.

They say it pays to advertise:

J. V. Smythe, of our Cincinnati office, announces the birth of a fine baby boy on November 11.

Walter Gemmill, representing the Baltimore office at Mt. Clare, has a 9-pound daughter, born December 27.

Edward Holmes, representing the Baltimore office at Mt. Clare, is the proud father of a bouncing boy, born on December 30, weight 10 pounds. "Very good, Eddie."

The accompanying pictures show: G. F. Hatch, chainman; R. B. Delaney, recorder; M. L. Swartz, topographer.

They comprise field party No. 5, working under the supervision of O. G. Wilbur, building pilot engineer.

Timber Preservation Department

Mt. Royal Station

Correspondent, HARTMAN BRIGHT



R. B. Delaney, recorder; M. L. Schwartz, topographer, Valuation Party No. 5

The Mount Royal Tie-To Club

The afternoon of Christmas Eve was the occasion of a pleasant gathering in the office of the Superintendent of Timber Preservation, Mt. Royal Station.

At the suggestion of Miss Ruth Angier, daughter of F. J. Angier, superintendent of timber preservation, the young ladies entertained at a luncheon the entire membership of the department located at Mt. Royal.

After partaking of all the good things provided, speeches tending toward a better understanding of the work of the department and a mutual interest in each other's welfare, were made by Superintendent Angier and several others.

After due consideration of what might be accomplished by the uniting together into an organization, it was decided to form a club. Officers were elected as follows: F. J. Angier, superintendent, as president, and Miss Addie McCaulley as secretary-treasurer. Committees were appointed to prepare by-laws and regulations. After a discussion concerning the name suitable to such an organization, it was decided to call it "The Mt. Royal Tie-To Club," thus briefly giving the location, the work of the department, and the hopes of cooperation.

The second meeting of the Tie-To Club was held on New Year's Eve, at which time all the members of the department gathered around the table spread with all sorts of good things provided for the occasion by the men of the department. Talks were given by the president and others regarding the aims and purposes of the Club. Harvey L. Meese, supervisor of tie distribution, was elected vice-president and Hartman Bright as publicity director. Decision was made that membership in the club be limited to the members of the Timber Preservation Department, located at Mt. Royal Station, and their immediate families. Meetings of the Club will be held hereafter at the call of the president.

We regret to have to announce the great loss suffered by our fellow-member and vice-president, Harvey L. Meese, in the loss by fire of his recently purchased home at Relay on January 4. The loss was complete, the family being unable to save anything.

Auditor Disbursements

Correspondent, JOHN C. SVEC

One of the young ladies of the Payroll Department has been seen wearing a very pretty ring, and on her left hand, too. It seems her fancy turns to the floor above, and they communicate their love notes by the Morse code, by hitting the pipes—an unusual accomplishment.

Some one said the Parkway movie is a fine place to tell secrets. Ask Miss Mary N. and Charles O.

Our little stenographer, Miss Anna, is seen quite frequently in the mail room. We often wonder if she uses so much stationery, or is it one of the mail clerks she is interested in?

Our friend David W. seems very partial to widows. We admire your taste, "Dave."

Auditor Merchandise Receipts

P. H. STARKLAUF, Correspondent

Sure, they all like a puff or two on the quiet, but why not think it over "safely" as to whether or not your surroundings are fireproof. If there is danger of a fire, don't imperil the lives of others for petty whims that could be stayed off for a while at least.

Bye Baby Bunting, Papa's gone a hunting,
To get a rabbit skin to put his Lorienta in.

Yes, Lorienta is going bye-bye sometime in the future, as are Miss Strasburg of the Local Settlement and Miss Simmons of the Interline Settlement. This bye-bye outfit is not a single team affair, but pulls double.

A certain ambitious individual is seen paying strict attention morning and noontimes—from all appearances. "Ambition seems to be made of 'Sterner' stuff."

George Price, one of the Interline boys, sends greetings from the mountain tops of Sabillasville, where he is rusticating, and we hope the treatment there will benefit him.

"Hancock is the next stop!" and off gets Virginia, not to be met by her kinsfolk, but by Scott, two Alberts, Paul, etc., etc. (here my memory fails me, as I've mislaid the slip). Competition is keen even in a place like Hancock.

Now Virginia has some wonderful business associates:

Helen K. is a dance instructress and danced the old year out and the new year in until 6.30 a. m.—and mother wouldn't let her out the rest of the day.

Mary D. is another thrifty personage who runs a sewing machine as easily as she operates a typewriter, and from appearances she must be some little dressmaker. Good for her!

Helen S., a newcomer, quietly and smilingly busies herself with inbound tracers. She likes to dance as well as the other young ladies hereabouts, is an amateur actress and a member of a local troupe.

Bessy P., one of the belles of Belair Boulevard, is much annoyed at her troublesome beauty spot—it's a boil now.

Mabel C. quietly acknowledges high honors. We want to put our own little stars in a heaven of our own. So just twinkle, little Mabel Star, along with the big ones like Galli-Curci, Tetrazzini, etc., etc. You are young yet, my little Miss, but with confidence and practice you'll get there.

Doris K. is the envy of the bright little corner where she shines in a way all her own. The indications are that she's going to shine in happier corners and be "A Wonderful Pal."

Lest we forget, and we all ought to know it by now. To the movies with a five pound box of chocolates. Some party—maybe he's baritone, bass or just ordinary tenor. At any rate, he's a "Singer." Wouldst take a guess, Juanita B.?

Summing it up, one of our Stenographic Divisions seems singularly blessed with a variety of human nature and talent.

Local Settlement

Miss Eleanor P. Moulton and Mr. Paul J. Vincent were married at noon on December 28 by the Rev. Eugene S. Gwynn at St. Cecilia's Church, Walbrook.

Miss Georgia Baker, Statistical Bureau, and Elmer C. Nickles, Revision Division, were married in New York City on November 13.

Auditor Passenger Receipts

Correspondent, G. FRED MILLER

Secretary to Auditor

Just what might be expected when one of the modern inventions go wrong was experienced recently when a cable of the Telephone Company was put out of commission, rendering telephones south of Baltimore Street out of service. Although a comparatively small defect in a great system, it caused inconvenience and loss of time, and in a manner we of the Annex Building were isolated; that day we had a little town all our own, getting in touch with the outside world at lunch time. There are cities with fewer inhabitants than there are employes in our Annex Building.

Accidents of this character have the same result: discomfort, delay in work and loss of time and efficiency, and these things bring about added expense.

This mishap makes one wonder what would be the result if the railroads did not run for one day only. It is hard to realize what would happen. It would mean the loss of thousands upon thousands of dollars, and cause untold hardships and suffering among the people in many ways. To avoid these occurrences we must always be on the alert to detect the slightest disarrangement in our system, as it is the small things which enlarge and cause the trouble. The smallest kind of a crevice in the wall of a dam usually results in a disaster if not detected in time. Our motto will be "Always on the Job," and in this manner we will be doing our bit towards keeping our railroad system intact.

I'll say we had a good time, you'll say we had a good time, and everybody at our last dance, given on December 10, at Walbrook Hall, will say we had a good time, and if I was a cussin' man I'd say we had a—well, you know what kind of a time.

Our assistant auditor and the chief clerk graced the dance with their presence, and from all appearances thoroughly enjoyed themselves. The floor was perfect for dancing with just the right number of persons dancing to make it enjoyable. Someone with better knowledge of the English language, and with adjectives in abundance, must describe the music. Oh, what music! the jazziest sort of jazz, and the dreamiest sort of waltzes; the musicians were extremely liberal in giving encore after encore. Did you see the little drummer boy? Talk about the "Spirit of Seventy-six!"

After the favors were distributed, and we placed our funny little hats on our heads, and tooted our little horns, you would have thought we had been granted another 20 per cent. increase.

Our fine friend Billmeyer, with his genial wife, could not be present. After convincing the judge on previous occasions that he would be unable to serve on a jury, the law succeeded in getting him just at the time of the month when we held the dance, and while we were dancing "Bill" and 11 others were locked in a nice little room trying to decide whether they should hang a man or present him with a Carnegie Medal. Better luck the next time, "Bill."

Did anyone notice what happened during the moonlight dances? I've heard several rumors, but I must have proof. Just as the music had ceased at the end of a perfect waltz, little Price Aler had succeeded in blowing his red balloon to its fullest capacity, and with a big broad grin upon his countenance held it forth for the inspection of his friends. In a moment the expression on his face had changed to one of astonishment, something had happened, his balloon was no more, it just "busted," and almost knocked him off his feet.

The young Chevalier from out of Washington, D. C., was again with us, and we almost feel as though we know him real well now; and a party wouldn't be a party without Mr. and Mrs. Evans. A new name has been discovered for the "Paul Jones" dance, namely, "Married Men's Delight."



Pen shots at basketball players at Pier 22, N. Y.

Carl and "Gus," the two Frenchmen, gave an exhibition of all the latest dances, and of which some will never be attempted by others, they require so much grace and daring.

To tell the story briefly, it was a pretty night, a jolly crowd, splendid music, and plenty of refreshments, and it is easy to see that chocolate cake rules a favorite with the ladies. Now for the next big time.

Recently someone in Baltimore endeavored to organize a Russian Society, probably to take the place of the old organization "Rushing the Can Society," which last summer was disorganized by General Volstead.

Word has been passed down the line to the effect that we should save our quarters; they say "Pat" of Reisterstown has invested in a handsome pearl necklace. What's that about "all flopping sooner or later?"

Miss Louise Le Compte stole a march on her friends of the office by slipping out to Chicago to be married, and then on to Milwaukee. Miss Louise married Mr. M. W. McBurney, who some years ago was a member of the A. P. R. force, and who served as a lieutenant in Uncle Sam's Army during the recent World War. Accept our good wishes for a happy future, Mr. and Mrs. McBurney.

An entirely voluntary offering by the clerks of this office netted $73.20 for the 12 Opportunities listed in the Baltimore *News*. No appeal was made for the contribution, but it simply came as an act of generosity by the employes. Helping the 12 Opportunities is one of the pleasures we look forward to each Christmas.

In exchanging Christmas presents in the future I would recommend the "boomerang" gift, in other words, one that is sure to return. Good "Pap" Rogers was the possessor of a genuine French poodle (which looked more like a German noodle), about four feet long. This quaint animal he presented with Christmas greetings to someone we all know, collar, chain and good will. Our little friend graciously accepted the gift, and backing off the front porch called to the poodle to follow. He did, minus the collar and chain which remained in the hands of "Pap," who had been holding him; so you see he had part of the gift back at the very start. Our little friend reach home in safety, and after hanging up her little stocking for Santa Claus to fill, took her little pup to bed. In the morning the pup had disappeared, and after a thorough search had been made "Pap" was called in conference. It developed the French poodle had turned into a bloodhound and found his way back to his former home. "Pap" said he was sure the dog would grieve himself to death if sent away again, therefore he had better keep him. Moral: "Give a Christmas gift that can walk back home."



J. P. Nevins, alias "Musty Supher," comedian of the westbound department, Pier 22

The office folks were surprised to find a pretty little Christmas tree awaiting them as they entered on December 24. It is surprising how much good is the result of so little trouble. At 1 o'clock we had our little entertainment; first a beautiful Christmas carol, then talks by Mr. Poumairat, Mr. Grice, Mr. Jentner and Mr. Machin of the A. P. R. office committee, then another carol, and handshaking and good wishes were then in order. I hope our whole New Year will be as bright as the Christmas tree made us feel on December 24.

Pier 22, North River, N. Y.

Correspondent, FRANK A. J. MANTHEY

Can't we eliminate waste and inefficiency and give an equal exchange in effort and application for value received this year? By doing this we will be aiding ourselves as well as our employers, and thus make the readjustment period one of progress.

Anna Gneiting, Accounting Department, is sporting a solitaire.

Frank Cappoch, Mr. Olson's department, has returned after a successful operation. Here is to your health, Frank!

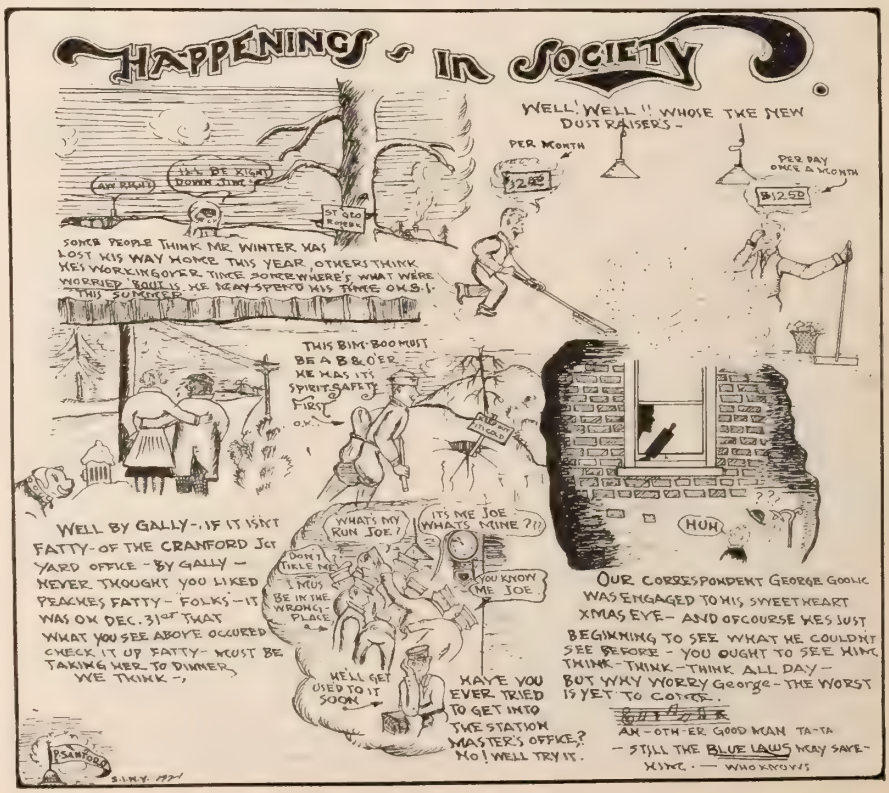
The following caption was received with a communication in the Claim Department from a claimant:

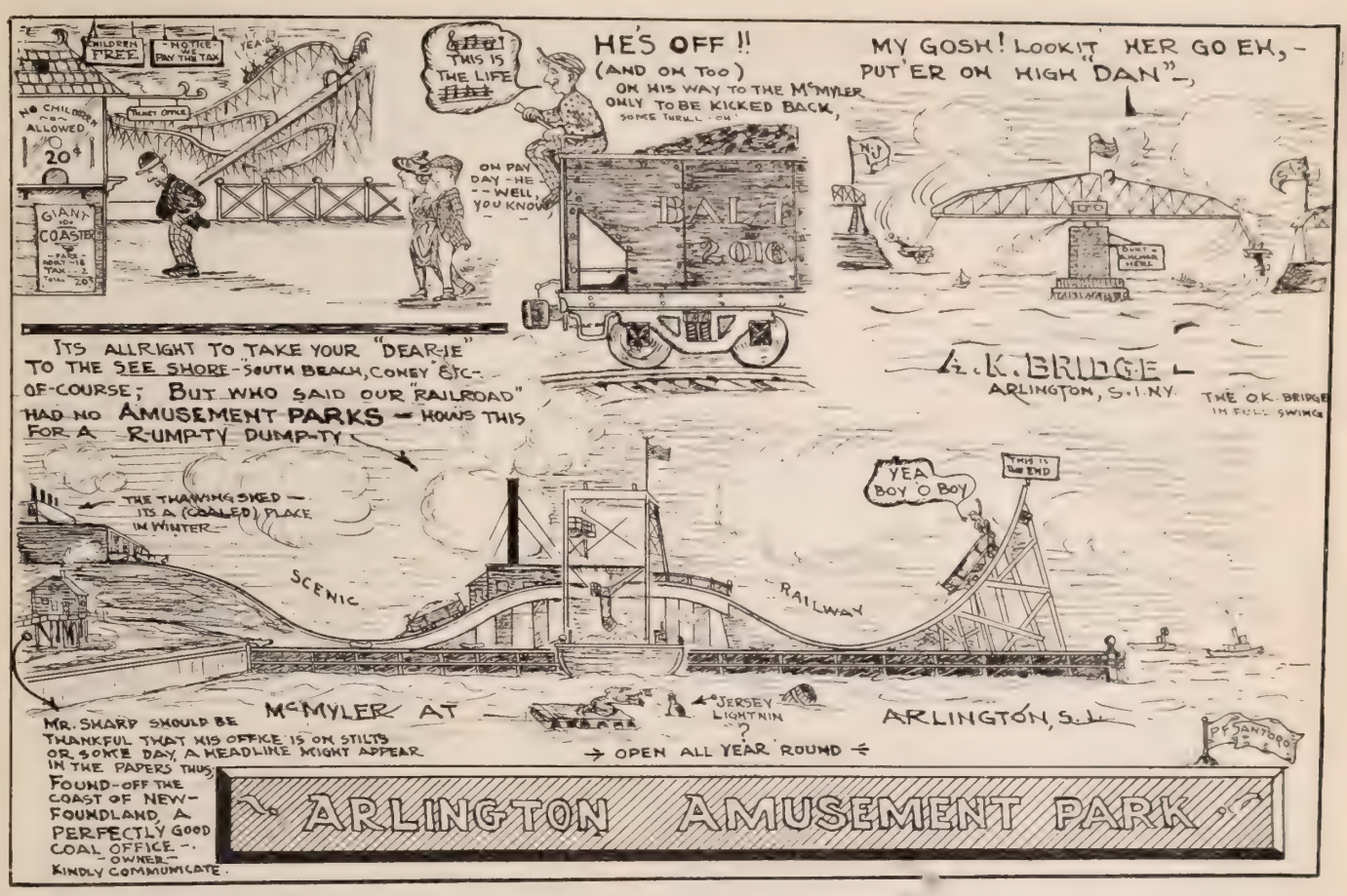
"The sweetest words of human speech
Are not 'I love you,' as some men preach.
There is another sweeter phrase, by heck,
Which says to me 'Enclosed find Check.'"

It is the desire of the correspondent to secure from department heads such information as would be interesting in the MAGAZINE. Cooperation will be appreciated.

The following is from "Kop" at Pier 21, East River.

The basketball team of Pier 21, East

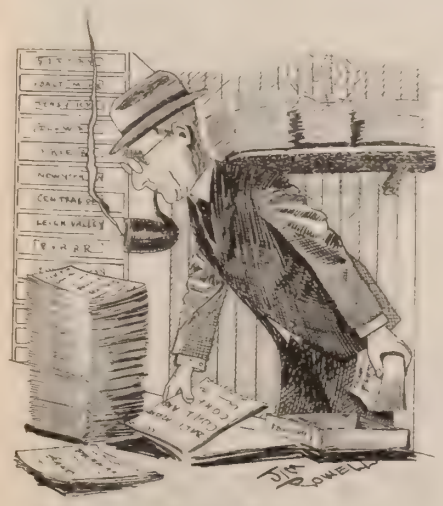




River, known as the PIER TWENTY-ONE PEERS, wish to challenge any team on the System. As yet they have beeen undefeated, numbering among their victims the Fulton Fish Five and the Tarrytown Trippers.

The line-up consists of "Joe" Cravin, who rarely misses a basket or a highball; "Bill" Moran, the "Babe" Ruth of basketball, who has always caged his fowls; "Mike" Maxwell, the undisputed heavyweight guard (they don't come big enough to dispute him); John Reilly, who knows more about a court than a judge does, and "Jimmy" Shaw, who has been known to hold his man down to only one basket without the use of a strangle-hold.

Address all communications to "Mike" Maxwell, manager of the Pier 21 Peers.



E. W. Todd smokes the pipe of peace when he finds your tariffs are in perfect order

He: If a man having $500 dies and leaves you $200, how much would he have left?

She: $300 of course.

He: Wrong. He would have left $200.

Our basketball team would like to meet some "scrub" team that they can clean up.

Staten Island Lines

Correspondent, G. F. Goolic

G. J. Goolic, assistant chief clerk to division engineer, announced his engagement to Miss Madelyn Cannon, of Fort Wadsworth, on Chrismas Eve, thus surprising a great many of his friends, who thought he was a confirmed "batch." Congratulations, George!

It is rumored that George O'Regan, Car Accountant's office, Pier 6, occupied the front row in the "Palace," better known as the Bald-Headed Row, and while there attracted the eye of a beautiful actress. It looks as though it has developed into a serious proposition. Good luck, George!

Miss Lillian Breidenback, clerk, Car Accountant's office, has returned to duty after a serious illness. It's good to see you around the office again, Lillian.

We have the pleasure of announcing the engagement of Miss Edith O'Mara, clerk, Car Accountant's office.

Miss May McBreen, Division Accountant's office, flashed a diamond (on the left hand) before our eyes just a few days before Christmas. Who's the lucky man? Why, "Bill" Lynch! Best wishes, May!

H. P. Hahn, Cost Department, Baltimore, is now located in the Division Engineer's office temporarily, and appears satisfied with his new quarters.

St. George Yard Office

Assistant Yardmaster F. Holden has become very studious of late. Possibly he has been affected by the auto craze.

Our general westbound clerk, "Judge" Koenig, has been very much annoyed owing to the various titles bestowed upon him. He particularly objects to the title of "Barney Google," so please do not use this mode of address to the "Judge" in the future.

Heard in and about the Master Mechanic's office—"Pete, how about the 1240's?"

We extend our sympathy to Road Foreman McCaffrey in the death of his father-in-law, Edward Cockshutte, engineer, engine No. 12.



Left to right: Signal Repairman W. S. Coulbourne, Electrician J. Morris, Apprentice Helper E. J. Haslam

Eugene McCann, the "Beau Brummell" of the Master Mechanic's office, has made recent purchases of a new tie, shoes, etc. Some speed!

WANTED—One piece of soap; second-hand will be accepted. Deliver to D. A.'s office.

A young gentleman in the Engineering Department resolved not to swear in 1921, but someone happened to enter our lawyer's office one day and cuaght him swearing before a Notary Public.

We want to introduce our new stove cleaner, "Smitty," as they call him at Cranford Junction. On December 31, the stove in the Yard office at Cranford wouldn't draw well; it evidently had been choked up with soot. "Smitty" stepped to the front and removed the elbow from the stove pipe. That was enough!

After several attempts by a number of persons, the stove was finally fixed up by "Christmas," track foreman of Section No. 7.

Baltimore Terminal Division

Correspondent, MARTHA V. FOX
Car Record Clerk

New Year Resolutions

F. H. C.—To stop smoking cigarettes (other peoples').

G. W. C.—To work (occasionally).

J. H. R.—To keep supplied with matches and tobacco.

L. M. H.—To put my files where I can find them

E. E. M.—To have cigarettes on days other than pay day.

Miss K. T. Driscoll, Agent's office, Curtis Bay, has resigned. We are sorry to see Miss Driscoll leave, but wish her much success in her new undertaking.

With much regret we note the death of Engineer Wilton Simms, on December 30. He had been in the service for 34 years and was an engineer in the Hopper Yard, Locust Point. We extend our deepest sympathy to his family.

W. R. Gunning, timekeeper, Master Mechanic's office, reported for work the other day wearing glasses. Recently Gunning announced his determination of being married. I hope he did not injure his eyesight looking for a bride.

Miss Anna Stump, work checker, Master Mechanic's office, expects to change her name to Wroten on February 27. Best wishes, Anna!

Boiler Clerk Higdon recently had his heart smashed. He now has a ring that he doesn't know what to do with. Honestly, he will sell it cheap. No more Barclay Street for John.

Chief Clerk G. R. Merryman, who is planning a secret trip to South America in order to attend a public auction of a million dollars worth of liquor, has just received word that his partner, "Pat" Tunney, one of the leading auctioneers, has been captured by the dry law agents.

Reba Cohen, stenographer, Master Mechanic's office, believes in working late. Somebody saw her going home at 1.00 a.m.

Our well-known Assistant Chief Clerk Carter and Trainmaster Hoddinott were advised recently that they would have to appear in the Traffic Court. It must have been some joy ride.

As is generally known by the residents of Relay and that vicinity and by employes of the Timber Preservation Department, the home at Relay of H. L. Meese, supervisor of tie distribution, and almost its entire contents were destriyed by fire on Tuesday, January 4.

Mr. Meese has asked that acknowledgment be made in this place for the many expressions of sympathy he received from his railroad friends and acquaintances, also for the profers of help to him and his family during the emergency.

He and his family are comfortably situated now in another home in Relay and he expects to rebuild on the site of his old home at an early date.

There may be some of the employes of the Baltimore Terminal who do not know of the free concerts given each Sunday afternoon at the city's Recreation Pier at the foot of Broadway. These are well worth while attending, the character of the music being inspiring and uplifting as well as entertaining. The work is in charge of the Children's Playground Association of Baltimore and its efforts to provide helpful recreation on Sunday should not go unappreciated.

It is said that those who have heard these concerts have found them so thoroughly enjoyable that they have become regular attendants. In these days when the Blue Laws, Sabbath Observance, and other kindred subjects are being so widely discussed, it is interesting to find that the city has provided the way to an hour or two of recreation on Sunday which cannot offend the principles even of those who are in the forefront of the defenders of Sabbath observance.

The program for the Sunday afternoons of February follow:

February 13—Choir of St. Pius' Catholic Church, Miss Agnes Zimmisch, Director.

February 20—Euphonia Club (Brass Choir), Mr. Herbert E. Barnes, Director.

February 27—Choir of St. Michael and All Angels P. E. Church, Mr. G. Thompson Williams, Director.

Agent's Office, Camden Station

Correspondent, W. H. BULL

Charles Edward Thorney, city passenger agent, Washington, D. C., was the recipient of a fine shot gun, presented by his father-in-law, Charles H. Waltz, cashier, Camden. Mr. Thorney is an expert marksman, having qualified under Chief Gunner Haskell of the Coast Guard during the war.

Through the courtesy of Mr. Harrison, religious worker for the Y. M. C. A., "Shop Talks" have been held in the men's



Some of the Camden Station employes of 1883



"Sam" Warrenton doesn't hide his money in his wooden leg any more. We heard him tell the dispatcher in DO office that after a conference with his wife he made up his mind NOT TO

lunch room during the lunch hour by noted speakers of our city. Among other features is community singing by the men under the direction of Attorney Oregon Milton Dennis. Mrs. Earle Moberly is the organist.

Noon hour on December 22 was a decided musical event, when the following persons participated in the entertainment:

Mrs. John Bailey, soprano; Mrs. Earle Moberly, contralto; E. M. Thomas, tenor; Charles Pettis, piano accordion.

Mr. Pettis, who is a blind soldier from Evergreen, rendered many pleasing selections.

These meetings will be continued on Wednesday of each week during the lunch hour until further notice. John M. Green, assistant general foreman, is chairman of the meetings.

The accompanying photograph, showing some of our "oldtimers" in the Camden Outbound Billing Force, was taken at Camden Station in 1883. They are, left to right:

Top row—George Hoover, James Fletcher, John Medinger, John Nesbit, George McBee, Andrew J. Muncks, Boulden, Charles Peddicord.

Middle row—Wardin Markland, W. W. Ruth, Harry Wells, John Henshaw, "Jack" O'Donnell, W. O. Anderson, George Henkel, Thomas E. Bull, Frank Valiant.

Bottom row—George Chesley, John Gephart, cashier, A. J. Fairbanks, general agent, J. R. Fairbanks, Harry Spurrier and Bruce Southerland.

Mount Clare Shops

Correspondent, MISS MOLLIE ALBRECHT
Secretary to Superintendent

Superintendent of Shops

Mrs. G. Milton Keirn (formerly Miss Helen Davis, clerk, Mt. Clare), wishes me to express to all the locomotive foremen and to all of her friends at Mt. Clare, her appreciation for the lovely presents sent her. (Several of the young ladies at Mt. Clare visited Mrs. Keirn, and wish to state that she certainly is SOME COOK!)

Stores Department

This bit of poetry brings to mind the climax of the meeting of our former chief clerk, Harry E. Litchfield (now storekeeper at Brunswick) and Miss Lida E. Oliver, Stores Department, Mt. Clare. This couple were united on Saturday, January 29. We extend our best wishes, and trust their future will be one of great happiness.

The Way They Met

By Mrs. J. C. German

There was a wedding gay,
In April, and the day
Will always be so sweet
For two, who chanced to meet.

Love was in the air,
Romance everywhere,
Little did they know
Cupid held the bow.

He aimed at both of them;
And shot an arrow, then,
Smiling, crept away.
Oh, wondrous wedding day!

Since that day, oh, my!
Each has wondered why



Learn Piano!

This Interesting Free Book

shows how you can become a skilled player of piano or organ in your own home, **at one-quarter usual cost.** Dr. Quinn's famous Written Method is endorsed by leading musicians and heads of State Conservatories. Successful 25 years. Play chords **at once** and complete piece in every key **within 4 lessons.** Scientific yet easy to understand. Fully illustrated. For beginners or teachers, old or young. **All music free.** Diploma granted. Write today for 64-page free book, "How to Learn Piano or Organ."

U. J. Quinn Conservatory Studio O.41 598 Columbia Rd., Boston, 25, Mass.

Hamilton Watch

"The Railroad Timekeeper of America"



What King Albert Learned from an American Engineer

King Albert of Belgium—he is in the cab window—rode on the Twentieth Century Limited engine between Toledo and Elkhart. He inspected the mechanism; he learned the method by which the engine while in motion scooped water; he sat in the engineer's seat and ran the engine.

As they approached Elkhart, Engineer J. A. Lux—he is in the gangway—pulled out his watch. His Majesty consulted his, and they compared time. After one look, "What watch do you carry?" asked King Albert. "A Hamilton," answered Lux. "Is it a good one?" inquired His Majesty. "Well, I've run trains by it for 25 years," said Engineer J. A. Lux.

King Albert put away his watch. Before leaving America, he bought a Hamilton.

It's their accuracy that makes Hamiltons the choice of a practical king and the favorite timepieces of American railroad men.



When you buy, ask for the Hamilton models most popular with railroad men, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from $40 to $200; movements alone, $22 (in Canada, $27) and up. Write us for "The Timekeeper," which shows how fine watches are made and tells how to take care of them. The different Hamiltons are described and prices given.

HAMILTON WATCH COMPANY

Lancaster, Pennsylvania

Love doth play a part
In man's and maiden's heart.

Just give them little time,
And then I know you'll find,
That Cupid in a lark
Made an everlasting mark.

When the bells ring clear,
To those who gather near,
Listen while they tell
"L. E. O." and "H. E. L."

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

The Divisional Safety Committee convened on January 12 at the Y. M. C. A., Riverside, with the new members of the Rotating Committee for the first half of 1921 present. Following are the new members:

D. M. FISHER.....Agent, Washington, D. C.
E. L. SHIPLEY.....Operator, Watersville, Junction
G. A. NORRIS.....Water Station Foreman, Baltimore
G. RICHARDS.....Engineer, Riverside
W. C. DUVALL.....Engineer, Riverside
C. W. GOSS.....Fireman, Riverside
W. M. TIMANUS.....Passenger Conductor, Camden
W. C. MITCHELL.....Passenger Brakeman, Camden
W. H. TAYMAN.....Brakeman, Riverside
E. D. SANDBORN.....Operator, Newark
H. H. MITCHELL.....Signal Maintainer, Wilmington
EDWARD MILLER.....Carpenter, Wilmington
J. M. HANSON.....Engineer, East Side
E. O. LARIMER.....Engineer, Riverside
D. C. BLACKISTON.....Fireman, Riverside
A. H. SHAWVER.....Fireman, Riverside
S. L. MCCUSH.....Passenger Conductor, Philadelphia
W. W. FRANCIS.....Passenger Brakeman, Camden
F. C. MARTIN.....Brakeman, East Side
C. F. GANNON.....Conductor, Riverside
G. W. CHARSHEE.....Conductor, Bay View

The handling of troop trains in connection with the establishment of an army corps at Camp Meade brings to the division something of its former war-time activities.

Our friend "Joe" Benick, Car Distributing Force, figured on blowing his horn during the coming inaugural procession, but from the recent reports it seems all bets are off.

The ladies of the Division Engineer's office inform your correspondent that Davis Aylesworth, file clerk, receives orders for candy but rarely delivers. We will leave it to the girls to tell us where the joke is.

W. M. Heinbaugh, clerk, Division Accountant's office, is now the proud possessor of an 8-pound girl.

Wilmington, Del.

Correspondent, CHARLES W. HAMILTON

A "get-together" social was given by the Baltimore and Ohio freight office force on the evening of December 30, at the freight office. Music, singing and dancing were participated in, and luncheon served.

The rooms were tastefully decorated for the occasion by the women. Thanks is extended to the Stieff Piano Company, the Fisher Undertaking Company and the J. S. Lowe Transfer Company for the use of a piano, chairs and the hauling of same. Music was furnished by local talent from the forces.

All present expressed themselves as having had an enjoyable evening, and it is hoped that the action taken by the merry-makers will be conducive of much good in furtherance of not only social, but business relations between the roads of Wilmington. It is anticipated by Freight Agent White that all forces in the city will at some future date be able to get together, in all lines of work, so that hearty cooperation may be expected, and this no doubt will result in a closer relationship by those handling the business end of the railroads.

Among those present were, from the Pennsylvania Railroad.:

F. J. Vasey, freight agent, Wilmington; J. E. Evans, freight agent, Montchanin; Samuel Green, chief clerk; William Sawyer, clerk; Millard Petticord; Frederick Kendall, Richard Kendall, Mrs. Jennie Wright, Mrs. Margaret Frysinger, Miss Alice Monahan, Miss Katherine Collins, Miss Ruth Merrick, Miss Katherine August, Mrs. J. E. Evans, Mr. and Mrs. Harry Pierce, Mr. and Mrs. Robert Gray, Mrs. Samuel Green.

From the Baltimore and Ohio:

A. D. White, freight agent; J. O. Lambson, cashier; Charles W. Hamilton, assistant cashier; Martin J. Lawless, Lawrence Weldin, Mrs. Genevieve Knoth, Miss Hannah Crumlish, Miss Catherine McNalley, Miss Ethel Fisher, Miss Martina Carroll, Mrs. C. W. Hamilton, Pier 22, Philadelphia; Ralph Densmore, yard office, Wilsmere; George W. Bumpas, district freight agent; Miss Mary Freeburg, Mrs. George W. Bumpas, Miss Francis Tollins, Edward Knoth, Harry Grant, John Gallagher.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

"The best laid plans of mice and men gang aft aglee!"

The feverish, exciting, busy hum of expectation is all over. The plans for Courts of Honor, grand stands, profuse entertainment of out of town guests, and great doings and fun galore generally, are in a moment all knocked galley-wise.

President-elect Harding has issued a manifesto that this is not the time for a lavish expenditure of hard-earned money—there being so many places in which that money could be used to the benefit of suffering humanity—and has decided that he will be inducted into office in a truly old-style Jeffersonian simplicity.

There will be many who will be disappointed at the decision of Mr. Harding, but a little thought will show the wisdom of his action.

We shall certainly have a much more quiet, peaceful time at the New York and Florida Avenue Freight Station than has been customary at inauguration times. Our yards will not have the appearance of a military camping ground, and our offices will not impress visitors with the idea that they have by mistake walked into an arsenal, with stacks of rifles in all available corners.

Yet, Washington will still be the Mecca of thousands of tourists who will come to hear the "Inaugural" and to see the beauties of the Capital City. This all brings "Grist to the Mill" of the transportation companies, and the good old Baltimore and Ohio is getting, and will continue to get, its full share of the travel.

The writer has had occasion to talk with a number of Washingtonians who have been in the habit of using the trains of other companies when traveling to and from this city, and some of them have been persuaded to try the Baltimore and Ohio once. The result was that on their return they were full of praise for the accommodations that were provided them and decided that whenever possible it would be "Baltimore and Ohio" in the future.

We have had some sickness this winter, but it is a pleasure to report that at the present time none of our force is ill at home. Let us hope that this condition will last for a long time.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
R. G. ALLAMONG, *Secretary, Y. M. C. A.*
RUTH M. CHEUVRONT, *Office, Mechanical Engineer*
JOHN SELL, *L. P. Clerk, Superintendent's Office*

For several days during the first of the month a business inspection trip was conducted over the division, including all stations on the main line and branches. The party was composed of W. F. Richardson, general freight agent; W. I. Bishop, industrial agent; C. W. Van Horn, superintendent, and other division officials. Stops were made at all stations and in addition to the inspection, a large number of shippers were called on. The trip is expected to result in much benefit, not only to the Company, but to the shippers as well, as the various conferences resulted in a closer relationship between the Company and its patrons.

V. N. Carrico, formerly night chief train dispatcher, has been promoted to assistant trainmaster, west end Cumberland Division, with headquarters at Rowlesburg.

Recent inspection indicates that the campaign under the slogan "Cut Loss and Damage in Half," is resulting in much good. It is found that considerable improvement has resulted by a closer inspection on the part of agents to know that shipments are properly marked and crated before accepting and forwarding. Astray and damaged shipments are being reported promptly to C. C. Landis, Cumberland, which permits of astray articles being matched up and damaged freight handled more economically and promptly.

The death of our former superintendent, J. W. Deneen, has been fully reported in the MAGAZINE, yet we cannot fail to express here the sorrow of his many friends and fellow employes of our own division. While Mr. Deneen had been ill since early Spring, word had been received from time to time that his condition was improving and our fond hopes of soon seeing him back on the job were shattered with the sudden news. While volumes could be written on his life's work, his unswerving and absolute loyalty to the Baltimore and Ohio as well as true fidelity at all times manifested in his home, we pass this on as recorded in the Good Book and commend his soul to his Maker.

The accompanying picture is of one of our Cumberland Division veteran employes, William S. Wright. It was snapped with his grandson, Lee Fuller, age seven years, in the garden by his hone, and shows Mr. Wright in every day life. Mr. Wright was born on June 13, 1850, and started work in the old Baltimore and Ohio Rolling



William S. Wright

Former employe of old Baltimore and Ohio Rolling Mill, and still in service. With him is his grandson, Lee Wright



Mr. Clark

Mill in May, 1871, being transferred to Maintenance of Way Department as carpenter upon close of mill. In 1900 he was transferred to the Signal Department, where he is still in active service. We hope to have Mr. Wright with us for many more years.

V. N. Carrico, night chief dispatcher, Cumberland, has been promoted to position of assistant trainmaster with headquarters at M. & K. Junction, W. Va. We are glad to see "Graney" going up the ladder, as well as our old friend, J. L. Mathews, trick dispatcher, who succeeds Mr. Carrico. H. E. Flook, who saw service in France as an aviator, has been made trick dispatcher. "Hairbreadth Harry," as we know him, won distinction on the battlefield and we know can acquit himself with credit whereever he goes. We wish him continued success.

Travelers passing through Cumberland have often commented on the cleanly appearance of the station and the Queen City pavement; this is brought about by the untiring efforts of Station Cleaner Price, who takes great pride in the station and its surroundings.

The sand shipments from Hancock during the month of December broke all records. The shipments of white sand from this district, which is used to manufacture high grade glass, are steadily increasing, and gives us a good westbound tonnage movement.

Weighmaster J. H. Fike, who was a star pitcher for the Cumberland Division baseball team, and who made quite a success with the Baltimore Orioles last season, has again signed up for 1921. Our own manager, McGinn, says he has no doubt that "Lefty" will continue to make good and we assure you he has the support of all the boys at home.

The coal business through Cumberland for some time past has been quite heavy, there being nearly 1,000 cars weighed on the Cumberland scales every day. Coal Billing Agent Beggs, who has charge of our scales, never becomes ruffled. He says "The more the merrier."

Shortly after the holidays, a carload of Florida oranges and grape fruit was put on sale on the team track at Cumberland at a reasonable price. Quite a few of our fellow employes suddenly acquired a great appetite for these delicacise.

Leap year is now over and we still have our famous yard clerk, Raymond H. Goss, better known as "Satch," whistling the same old tune, somewhat out of date, entitled, "Gee, I wish I had my old girl back again." We feel sorry for him and wish him better luck next time.

Here is a good likeness of one of our best known veterans on the division, Robert C. Clark of Martinsburg. Mr. Clark entered the service at Sir Johns Run in 1876 and pumped water at that point for 35 consecutive years, then went to Magnolia in a like capacity to remain for six years. For the last three years he has been pumping at Martinsburg. In the service 44 years without a break, an absolutely clean record, and of a man it is a pleasure to meet at any time. This photograph was snapped by the writer near the pump house at Magnolia, and shows "Bob" in all his glory, working for the Baltimore and Ohio. Mr. Clark is seldom absent from his post. It is interesting to listen to the tales of railroading in times past as he tells them; officers as well as men from every department on the division always grasp the pleasure when the opportunity affords to spend some time with "Bob," who is well informed and can talk on any subject. We congratulate you, "Bob," both on your record and on the position you hold in all our hearts. May we have the pleasure of you company for many years to come.

"Uncle John" Deneen, first trick leverman, Viaduct Junction, is ill at his home. We wish him a speedy recovery.

Wilbur Hardy, foreman, Section 27, has moved his tool box to Frederick Street. This means business around there.

John Jones has been transferred from the carpenter squad to trackwalker in the yards.

Wilbur Hardy presented P. M. Pennington, crossing watchman, with a bunch of waste as a Christmas present. However, the gift was not made until January 7. Wilbur said, "Better late than never," but Charles Cotton was heard to remark, "Better never late."

T. E. Grindell, chief shop clerk, has been wearing a worried look lately but we know his troubles are all little ones, and when they are cutting teeth at night they are bound to keep him awake.

Miss Margaret Miller, office girl, Superintendent's office, was recently promoted to tonnage clerk.

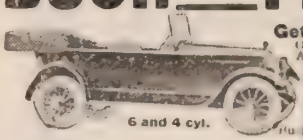
Assistant Trainmaster C. M. Gearhart is wearing a smile now that won't come off, 'cause the fruit season is over and winter apples about moved. "Cad" had quite a job providing enough freezers and ice for the several hundred cars of peaches and apples shipped out of this belt during the past season.

R. W. Mellinger, general clerk, who handles personal injury reports and passes, states it affords him more pleasure to write passes than the injury reports. "Bob" is an advocate of Safety First, and practices what he preaches. A short while ago he prevented a near accident to a pedestrian near Baltimore Street Crossing. This is good work, "Bob," keep them off the track.

Our old friend, Burr Flagg, agent North Mountain, W. Va., is taking a month's vacation visiting relatives in California. Burr has been in the service for a long time and says this is the first real vacation he has ever tackled. He promises to send the boys some real California oranges. Hope he does't keep us waiting.

Colonel H. A. Allison, who has been chief interchange inspector at W. M. Connection for a number of years, was recently promoted to chief joint inspector, Cumberland. Mr. Allison is well known among the boys all over the division as a poet. We have asked the Colonel to contribute some of his verse and the readers may look to a real treat in the near future.

BUSH Car FREE



OFFER and BUSH Auto Agency. Write today. Send your name and address. Write plainly and quickly. Don't wait. Dept. B244 Bush Motor Co. Bush Temple, Chicago

Martinsburg Shops.

Correspondent, W. L. STEPHENS

Extended notice of the death of Mr. Marshall will be found elsewhere in this issue of the MAGAZINE.

The Shop Safety Committee for 1921 has been elected and organized with the following personnel: M. S. McDonald, car man; R. Russler, machinist; W. N. Keedy, machinist; W. C. Hill, blacksmith; G. S. Holliday, carpenter, and R. T. Banks, yard laborer. May the old adage "A new broom sweeps clean" hold good in this case of our committee. With the cooperation of all, may they reduce injuries and do away with carelessness.

David M. Kief, helper, bridge shop, and Miss Viola L. Snyder were married in this city on December 22 at the parsonage of Trinity M. E. Church, by Rev. J. R. Jacobs. "Dave" and his bride spent a pleasant honeymoon with Mrs. Kief's relatives at Middlefield, Ohio. The josh of the boys rolled from this smiling benedict like water off a duck's back. Mr. and Mrs. Kief are housekeeping in their new home on South Winchester Avenue.

Death has saddened the homes of several employes of the Cumberland Division:

Mr. and Mrs. Edward Butts, 510 West Race St., Martinsburg, suffered the loss of a two months old son.

James Raymond, seven months old son of Mr. and Mrs. R. A. Bowers, 136 East Liberty Street, died of pneumonia. The father is a machinist in the local shops. Our sympathy is extended to the stricken parents.

A good likeness, this, of the seven months old son of Brakeman George Penn. George is justly proud of the fine youngster. May he grow to be as fine a man as his dad.



George Theodore Penn
Seven months old, who's going to be a brakeman like his daddy, George Penn, Sr.



N. S. Edwards, foreman, hand car shop, Martinsburg

The accompanying cut is of Newton S. Edwards, the hustling foreman of the Hand Car Shop. "Newt" can boast of the distinction of having been on the job every day the Shops ran in 1920. This of itself is a good record and one that gets results. He has been in the service of the Company for over 20 years. For a time he was located in Keyser, W. Va., later coming to Martinsburg Shops. May he have many more years of usefulness on the Baltimore and Ohio.

John W. Light, age 62 years, a veteran employe, died at his home in Paw Paw, W. Va., after an illness of several weeks of pneumonia. Mr. Light had been in the employe of this Company for 39 years and had a splendid service record. He was a member of the Martinsburg Association of Baltimore and Ohio Veterans. A delegation of fellow Veterans attended the funeral.

Mrs. Edna Burke, age 24 years, wife of Robert Burke, motive power employe, died very suddenly of acute indigestion. The young matron was ill only a few minutes before death ensued. The husband and a small son survive.

Charles Henry Wilson, fireman, and Miss Susan Van Renseler Smith of Shenandoah Junction, were married at the bride's home on January 1. After a wedding supper the young couple boarded No. 16 for a trip to eastern cities.

Ernest C. Lock, a Baltimore and Ohio employe at Cumbo, and Miss Beatrice Rodgers were married in this city. The wedding was very quiet, only a few friends of the contracting parties being in attendance. The newlyweds left Martinsburg on No. 15 for a wedding trip to Pittsburgh and Cleveland.

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

Have you started the New Year safe?

The Superintendent of Timber Preservation has set a high standard for the plant for 1921; much higher than previous years, and we intend to reach it.

Plant employes maintained their reputation, earned during the Liberty Bond drives, Red Cross and other campaigns, by making a Christmas gift of $70.00 to the local church.

We are glad to learn of the election of our State Governor, Hon. John J. Cornwell, to the Board of Directors of the Baltimore and Ohio, and we are proud that we can say "We know him."

The keynote of the success of the Charleston Division in the recent No-Accident Campaign, from Aunt Mary's article in December MAGAZINE (see page 42), was, to our minds, Education and Cooperation, carried on through the ministers, the High School, Rotary Club, moving picture theatres, staff officers, and each railroad man.

Harl Cosner, tieman, and Miss Pearl Susan Shanholtz, daughter of Mr. and Mrs. Britton Shanholtz, Donaldson, W. Va., were quietly married at the M. E. Parsonage, Cumberland, December 23, by Rev. H. L. Schlinke. They left that city on the same evening for Washington, D. C. Returning on Christmas day, a beautiful wedding dinner was served them at the home of the bride's parents. Among those present were Rev. and Mrs. Z. J. Powers and family, Mr. and Mrs. C. E. Shanholtz, Mrs. G. E. Cosner and daughters, Mr. and Mrs. Wilbur Shanholtz, and Mr. and Mrs. C. C. Cosner.

Mr. and Mrs. E. E. Alexander left on January 13 to attend the American Wood Preservers' and Tie Producers' Convention in San Francisco.

Janitor and Mrs. W. D. Foley announce the birth of a daughter, Miss Ruth Maxine, on January 7, and weighing 11 pounds. Some baby!

M. M. Rabourn, formerly superintendent T. J. Moss Tie Co., Mt. Vernon, Ill., has been appointed treating inspector at the plant.

Henry Leonard, a Cumberland yard brakeman living at Green Spring, lost an infant son on January 5. Death was due to pneumonia. The little one was laid to rest in one of the Cumberland cemeteries.

The death of little Mary Fishels, three year old daughter of Trackman and Mrs. Jacob Fishels, of pneumonia on January 8, is also reported. The funeral was held on January 10, at Levels, W. Va.

That death has been taking his toll among the old veterans in this vicinity has been shown in our items. Now another, the last of a once well-known crew here, has joined his comrades in the Great Beyond.

Samuel E. Smith, son of Jacob Smith, was born March 2, 1851, and entered service of the Baltimore and Ohio in 1879. He married Miss Cynthia E. Crabtree of Oldtown on November 2, 1885. After 36 years of service, he was retired in 1915. He died on January 6, of rheumatism. Funeral at Forest Glen in charge of his pastor, Rev. J. L. Thomas.

Mr. Smith united with the M. E. Church at Oldtown over 45 years ago, and though sorely afflicted since his retirement, was always cheerful and said he was ready whenever the Master called.

May we add a tribute to the memory of former Superintendent John Wiley Deneen. A man among men: we, too, knew and loved him, and were deeply grieved at his death.

To his loved ones, while extending our heartfelt sympathy, we can but say "mortal sympathy brings small comfort in the hour of such real sorrow. May God sustain them."

We also regret to learn of the death of Harry A. Marshall, superintendent of shops, Martinsburg, W. Va. We have known him through connection in railroad work. His loss will also be greatly felt.

"Army of the United States of America. To all who shall see these presents, Greeting. This is to certify that Authur C. Bean, Private Battery B, 313 F. A., died with Honor in the service of his country the 10th day of October, 1918.

"Given at Washington, D. C., office of the Adjutant General of the Army, this 24th day of January, 1919.

(Signed) A. W. ROBERTSON,
Adjutant General."

This tells the story of a former employe and is a cherished possession of Mr. and Mrs. Joseph M. Bean, parents of Arthur Clifton Bean, whose remains reached his home here January 11, this year, with its last interment in Indian Mound Cemetery, Romney, W. Va., January 12. The services were in charge of Rev. L. C. Bridges, Ridgely, W. Va., the American Legion Post of Romney attending. The pallbearers—all World War Veterans and employes of the plant—were: J. R. Myerly, J. C. Alexander, F. A. Sebold, C. C. Ricewick, Harl Cosner and B. F. Reed.

Arthur was born at Fabia P. O., Hardy County, W. Va., on November 10, 1889. He first entered the service of the Company on February 19, 1913. After leaving the service for a short time, he re-entered and remained until furloughed for military service, August 31, 1917.

"He heard humanity's clear call,
And knew the voice divine;
He gave his life, he gave his all,
In deadly battle line,
The silent stars in love look down
Where lies this loyal son;
In frost and dew they weave a crown
Of honor he has won.



Loading treated ties for shipment, Angier tie loader. Left to right: Foreman G. C. Conley, "Jerry" Setor, Andrew Creek, "Joe" Locknar, and Andro Plen, and "Old Faithful Kate," who keeps three such crews supplied without delay



Private Arthur C. Bean

Keyser

Correspondent, HARRY B. KIGHT

Assistant Superintendent and Mrs. Welshonce are the proud parents of a new son, born on January 3.

Early in 1917, shortly after America had declared war on Germany, Dewey Deputy answered his country's call. At the battle of Chateau Thiery, on July 18, 1918, he was gassed, but lived until December 27, 1920.

Mr. Deputy was with Company D, Twenty-third Infantry, Second Division. He won three citations for bravery from the French Government. He was returned to the States and was sent to several hospitals successively, in an effort to restore his health, but on Monday, December 27, he passed away at the United States Hospital at Staten Island. His body was shipped to Keyser and his funeral services held on the following Friday afternoon from his late home on First Street.

The funeral was in charge of Boyce-Houser Post 41, American Legion. The procession was led by McIlwees Band, followed by the local Legion Post in full uniform. Three volleys were fired across the grave, and a bugler sounded "Taps." Reverend A. N. Perryman, of Lynchburg, officiated.

Dewey was in the employ of the Baltimore and Ohio at the time of his enlistment. We extend to the bereaved family our sincere sympathy.

His many friends and acquaintances are grieved to learn of the recent death of Supervisor M. Scott Sisler, 38 years old, who passed away on Christmas morning at his home on Fairview Street, Piedmont, W. Va., following one month's illness from typhoid fever.

Mr. Sisler was born near Terra Alta, W. Va., February 25, 1882; he began work on the track at the age of 16 years and worked successfully as trackman and foreman until 1913, when he was promoted to assistant supervisor, Piedmont. Three years later he was made supervisor at the same place. His work on the 17-Mile Grade contributed materially to the success of the operation over that territory, which is one of the unusually difficult spots on the Railroad.

The deceased was a member of the United Brethren Church of Terra Alta; of the Knights of Pythias, and of the Loyal Order of Moose, Keyser.

The floral offerings were many and beautiful, including a blanket of flowers presented by his friends in the Maintenance of Way Department.

The body was taken to Terra Alta on Monday, December 20, and there laid to rest in the Methodist Cemetery.

Mr. Sisler is survived by a wife, who before her marriage was Miss Pearl Smith, of Morgantown, and six children, two of whom are now recovering from typhoid.

Connellsville Division

Correspondent, S. M. DEHUFF

The Christmas number of the MAGAZINE and not a line from this division! Just can't stand it, that's all.

Wonder how many good, bona fide, 1921 resolutions have proved "dusters" by this time?

Since anything has appeared in the MAGAZINE from our division, Earl E. Shank, assistant to the superintendent's chief clerk, has feathered a little nest of his own. Luck and "bestest" wishes, Earl.

Besides being the best ticket agent in Fayette County, R. E. Shaw, Connellsville, Pa., is gradually becoming recognized as the king of dance promoters. Some of those affairs of Ray's are distinctly elite.

"Who cares for an automobile?" quoth Brady Cole, car inspector, Connellsville, as he leaped from his own machine, watched



The late Dewey Deputy

it turn double somersaults down the mountain side near Confluence. Then he sauntered on up the road in quest of rabbits and squirrels.

Whilst engrossed in the subject of automotive locomotion, let us not overlook the spick and span roadster that languishes, during working hours of each day, just outside division headquarters, Connellsville. Between the hours of 8.00 a. m. and 5.00 p. m. he's merely a clerk in the Division Accountant's office; but after that period—ye gods! a veritable speed demon.

That was a nice traveling bag the Division Accountant office boys slipped H. L. Cordrey on Christmas.

It was rumored about that a beauty contest was contemplated by the MAGAZINE. Don't do it, Mr. Editor; don't, I beg of you, and only out of fairness to the other 17 divisions of the Baltimore and Ohio. They wouldn't have a possible chance. Right here in this village of coke dust, sitting daily side-by-side at a desk in the Superintendent's office, are two young ladies who are natural-born beauty contest winners. No, they are not on the order of the Barr or Fairbanks twins; in fact, they're not twins at all. They are just two demure little sisters who would render a contest such as is referred to, too one-sided to be of interest.

EDITOR'S NOTE: We are consumed with curiosity. Why not send in their pictures?

We are pleased to note the speedy recovery of W. H. Metzgar, Connellsville supervisor, who was seriously injured in a motor-car accident some two months ago.

J. M. Keane, general foreman, Hyndman, Pa., is fast establishing himself as a valuable asset to the Company by reason of his ability and his popularity with his subordinates.

Assistant Trainmaster J. L. Lowney has established a fireside of his own since our last write up.

"Cinderella on Broadway" proved an irresistible lure to many of the boys about division headquarters and their friends. And how lucky that the big Pittsburgh attraction happened on pay day!

Let's try to preserve intact the few New Year resolutions that have survived January.

It was with a feeling of regret that we learned of the resignation of Division Engineer A. P. Williams, which became effective January 1. It will indeed be difficult

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30 x 3½	7.70	35 x 4½	12.75
32 x 3½	8.50	36 x 4½	13.20
31 x 4	9.50	35 x 5	13.90
32 x 4	9.75	36 x 5	14.20
33 x 4	9.95	37 x 5	14.40

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Looking for an Aeroplane

Mary Catherine, granddaughter of Captain Burns, conductor between Cumberland and Pittsburgh

to replace Mr. Williams with another D. E. quite as popular as was the departing official. It is understood that a rest-seeking jaunt to Florida constitutes all of Mr. Williams' immediate plans.

One of the latest acquisitions to the list of passenger conductors is R. H. Miller, Connellsville. Something over six feet and proportioned for just such height, Hays well reminds us of the type we usually see in a big watch company's full page advertisement—standing beside a train and holding the chronometer that hasn't gained or lost a second in the last 30 years.

E. C. Louden, conductor, depot shifter, Connellsville, is not only one of the most efficient employes of his class on the division, but he also possesses some ability as a stationmaster that is seldom found in that department. Many an aged person, as well as foreign-speaking folks, have made their connections at this busy terminal only through the timely assistance of Edward. He never appears too busy to offer a helping hand; and for that reason he enjoys great popularity with all classes.

"Joe" Peterman, our super-heater unit expert, was knocked back to the 11 to 7 trick. "Joe," who was in France, says that while there he had to do some big lathe work, and could not use their metric system and would guess at the dimensions. How would you make a shrink fit that way, "Joe"?

General Roundhouse Foreman Charles Spence, who has been off on account of illness, is somewhat improved, and expects to be back with the boys soon.

Since the Company has removed the surplus material and tools from the tool boxes of the men, "Jimmy" Quinn feels quite handicapped and lonesome; he has a nice large tool box on his hands with a big vacuum in it.

We have with us again our old friend J. D. ("Slim") Butler, who is acting in the capacity of assistant chief caller to W. H. Stange. "Slim" says it feels good to get back to activity in the old environment.

We have with us today—in our photograveure section—Master J. W. Love, son of "Doc" Love, genial and popular throttle-manipulator on the Connellsville Depot shifter. He's a wonderful kid, this Master J. W., but the writer cannot refrain from feeling that "Doc" had an ulterior motive in wanting the photo published. Old man Osler was all wrong, "Doc"; you're as good a man as Gunga Dhin ever was even if you are on the seamy side of 50.



Master J. W. Love

Brother E. B. Small, machine shop boss, says he is going to be a white collar boss for a couple of weeks, as he is going to lead the singing at a revival to be held at Elm Grove; he cannot get home in time to change his clothes. Wear your dirty ones, "Ed," people won't look at your clothes, they will be looking to see if you make faces when you sing.

It seems as though Santa Claus missed at least one house in our famous town. We were in hopes that he would bring our efficient hostler foreman, Harry Hostettler, a new pipe. We were sadly disappointed as Harry is still dragging on the same one as usual. We know that the pipe he now has is as old as Methuselah, and we are thinking seriously of taking up a collection and buying him a new corn cob.

Considerable comment has been heard since Frank Newton ("Tubby") Payne moved to Uniontown. He comes to work one day with a smile and the next day he will do nothing but sigh, and stare into space. "Tubby" has our sympathy, as we know just how he feels.

W. H. Stange has returned to work as chief caller on the 11 to 7 trick, with considerably less noise than he used before he left in September. Who remarked that "silence is golden"?

On January 1, 1921, H. R. Gibson was appointed division engineer, Connellsville Division, headquarters Connellsville, Pa., vice A. P. Williams, resigned.

Pittsburgh Division

Correspondents

E. N. Fairgrieve, *Car Distributor*, Office of General Superintendent

Elmer H. Stoltz, Pittsburgh Freight Station

The following have been rewarded by the Management in appreciation for the great interest taken in the discharge of their duties:

C. E. Hanna, Subdivision No. 3, received a prize of $100 for the best subdivision during the year 1920; P. Perrone, Section No. 34, Ellwood City, received a prize of $50 for the best main line section during 1920; J. Ercalina, West Newton, received a prize of $35 for showing greatest improvement on main line section during the past year, and R. E. Frazier, Marienville, Pa., received a prize of $35 for the best branch line section during 1920. We unite in extending our congratulations to these gentlemen for what they have accomplished.

Michael Hogan, one of our veteran employes, is at present in the Mercy Hospital at Pittsburgh convalescing after an illness incident to old age.

Here's one proposed by "Jimmy" Conlon, District Master Mechanic's office. "If the office force would go out on Thursday night and have a Gay time, would the boss get sore if they were to Miss Friday?"

There is a certain gentleman in the Engineering Department, Pittsburgh, who is, unconsciously, highly thought of by the ladies employed in the Transportation Department—two in particular, who rejoice every time he makes his appearance in a certain office. We're not mentioning any names, but we have a sneakin' idea this might be the starting of a romance. Here's good luck to you, girls.

H. M. Davenport has been promoted to the position of statement clerk in the office of District Master Mechanic, Pittsburgh. Harry was formerly employed in this office prior to his transfer to Glenwood, and says he is glad to be back again where he can ply his winning smile among the ladies.



Ruth and Hale Korb

The children in the picture are Master Hale and Miss Ruth Korb, children of A. E. Korb, chief clerk to division freight agent, a proud and happy father.

A certain young lady whom we know, labored unceasingly through the long and dreary winter months, up through the blossoming Spring, and, when the vacation season came, she hied herself away to the seashore to recuperate.

One day, as she strolled nonchalantly down the boardwalk in a village by the sea, she came face to face with a sign which bore the following inscription, "Twenty Dollars paid for 1920 Lincoln Pennies." Now this young lady had been educated from her youth in the interesting study of bargain hunting, and had become quite an adept at the game by reason of her visitations to V. & X. emporiums and department store basements. So when this alluring sign met her gaze, right away she was keen for the chance and entered ye little shoppe in a blythe and gay manner. The following dialogue took place:

Young Lady: I came in to see you about the sign in your window.

Proprietor: O yes, you mean the Lincoln penny sign?

Young Lady: Yes, that's the one. I have one of those pennies.

Proprietor: Is that so, well that's fine.

Young Lady: Can I get $20 for it?

Proprietor: Yes, for it and 1919 more.

Young Lady: Ouch!

Hurried Exit—Curtain.

The lady and gentleman in the accompanying picture are Mr. and Mrs. Louis Soudes of Allison Park. Mr. Soudes is foreman of Section 24.

Lunch Hour Chatter

Miss Andrews: Harry, do you know that I am a blacksmith, and can prove that I am a mechanic of this craft?

Mr. Davenport: Why no, Ethel, I did not know that you were a blacksmith. How did you learn your trade?

Miss Andrews: Shooing flies.

E. A. Abbott, formerly of the West Virginia District, has been employed as secretary to the district master mechanic at Pittsburgh. We welcome him to our ranks.

Glenwood Shop

Correspondent, FRANK RUSH

Considerable interest was displayed by the 700 employes at a meeting in the machine shop, Glenwood, on December 20, at noon hour. The meeting was held in connection with the idea of the proper handling of second class material and the saving of new material wherever possible.

Mr. Baker, secretary of Local Federation No. 10, spoke to the men in regard to saving material, and impressed upon them that money saved in material would, more than likely, be spent in labor. The enthusiastic applause which followed his remarks showed that much interest is being taken by our employes in this direction.

Shop Superintendent Howe explained to the employes how much he appreciated the savings that are being made from month to month, and expressed the hope that the final figures would convince everybody that the Glenwood men are interested in their work.

To stimulate this interest, placards of all sizes hang about the shops bearing such inscriptions as these:

"By saving material we can work our shops full force."

"A dollar saved in material means a dollar more to spend in labor. Ask your foreman to explain."

"Save material."

"Do not deal here. Prices are too high."

"Do not use this material. It costs too much money."

The two latter signs are placed at the various points where material is drawn from storekeeper.

With practically the same output of heavy repairs in December as in November, the Back Shop made a handsome reduction in material charges from storekeeper, and the final figures develop that a $20,000 decrease had been accomplished.

Saving material seems to be the main topic at Glenwood, and with continued assistance and cooperation, there is no doubt but that we can accomplish a further reduction in material expenses, which will help work our shops to their fullest capacity.

Monongah Division

Correspondents

E. S. JENKINS, *Secretary to Division Engineer*, Grafton, W. Va.
MARY C. LEEDS, *M. P. Clerk*, Grafton, W. Va.
LEOTA GRIFFITH, *Clerk*, Agent's Office, Grafton, W. Va.



Sectionman and Mrs. Louis Soudes
Pittsburgh Division

JUANITA LOCKHART, *Clerk to Trainmaster*, Fairmont, W. Va.
VERNON A. LYON, *Assistant Ticket Agent*, Clarksburg, W. Va.

Fairmont

Miss Roxie Lehew, stenographer to C. C. Hinkle, freight agent, Fairmont, was married to Mr. Nearle Moran, on December 18. Miss Lehew had many friends who dislike very much to think of her leaving, but then we know she has gone to a "Better Land," so we wish her much happiness.

Oh, gee! but Brakeman W. N. Elders was dancing jigs and such likes on December 22. He said he received his Christmas present rather early, but was mighty glad he did, for it was something he could keep. We do not know what they have named her, but Mr. Elders says she is the finest baby you ever laid eyes on.

At the meeting of the Ladies' Auxiliary of the Baltimore and Ohio Veterans' Association, held on December 11, it was voted to subscribe $5.00 to the *Times'* Christmas Fund and the same amount to the Salvation Army. The Auxiliary is planning for a busy year, and with the following named new officers it will have some good working forces at the head: President, Mrs. Frederick Wittman; vice-president, Mrs. George Swisher; secretary, Mrs. Jessie Lee Nuzum; treasurer, Mrs. Harry S. Fleming.

A feature of the evening was an address by J. M. Garvey of Wheeling, vice-president of the Grand Lodge of Veterans. Frank Gump read the minutes of the Grand Lodge session held recently, and talks were also given by Harry Fletcher, T. A. Richardson and J. F. Shafferman.

T. W. Reynolds

After bravely battling against an incurable affliction for several years and submitting to the cross with a patience and humility not often experienced, Thomas W. Reynolds, trainmaster, passed away on December 11, at his home on Ogden Avenue. Six years ago Mr. Reynolds was stricken with paralysis and since that time had been an invalid.

Being so active during his business life the sickness which befell him was doubly hard to withstand, and Mr. Reynolds made a heroic fight to throw it off and to retain his post in the railroad service. After his condition became such that he was forced to retire from the trainmastership, he remained in the service for some time as a tonnage inspector, a lighter form of work. Eventually he was compelled to retire and for five years past he sat at his home overlooking the railroad yards, his interest never waning in the moving of the trains as they passed before him from day to day.

The deceased was a man of steadfast character and pleasing manner and he was a favorite with all his fellow workers and his friends were numerous. He began his railroad career as a telegraph operator. For upwards of 12 years Mr. Reynolds was trainmaster in the local yards.

He is survived by his wife, formerly Miss Katherine West, several children, several sisters and a brother.

Mr. Reynolds belonged to the Veterans' Association of this city.

The honorary pallbearers were: J. F. Shafferman, Bailey Nuzum, E. Bartlett, B. Z. Holverstott, A. R. Acard and Camden D. Summers. Active pallbearers were: F. H. Brummage, Guy Waltz, John Sweeney John Hessian and Joseph Conners.

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*, Weston, W. Va.



The Charleston Division has adopted as its slogan for the year 1921,

"THINK ABOUT IT."

We know everyone will agree that the intensive application of this slogan will reduce claim payments, will reduce accidents, will completely avert personal injuries, save fuel, and in every other way tend to make Charleston Division simply another name for EFFICIENCY.

The hard times now with us are but temporary, and undoubtedly within a short time business will again become normal, we shall see as many trains as ever—perhaps more—running over our division, as many men employed in our shops, and, in fact, a normal condition completely restored. Meantime, let's all do our little bit, no matter how small, to help the good work along, and show that we are all loyal members of the small Charleston Division family of our Company.

One of the most interesting notices which has come to our attention of late is a circular issued by Mr. C. C. Glessner, which shows that during the year 1920, for the first 11 months, our Company paid out in claims for loss and damage something like $3,500,000. Do we realize just what an enormous sum of money this is, and what could be done with it in the way of new and improved equipment, or if it were placed at the disposal of our Company for maintenance? Do we realize just how many families that amount of money would keep for a year? We have all become so used to talking and thinking in millions since war days, that we mention a million as carelessly as we used to mention a dollar. If we bring this home to ourselves by thinking of what this would really do, how it could be profitably spent, instead of being wasted—which is really what happens when we have to pay freight claims—then we begin to realize how much it is. The General Freight Claim Agent asks in his circular that we adopt for our slogan in 1921:

CUT LOSS AND DAMAGE IN HALF—
IT CAN BE DONE.

Add to this the division slogan, and we know it can be done. The Charleston Division Freight Claim Prevention Committee has pleged itself to do its share to attain the end asked for.

On December 21 the Traffic Special made a trip over our division, covering the Pickens Branch and the Gauley Line to Richwood. Those on board were H. H. Marsh, general freight agent; W. I. Bishop, industrial agent of Baltimore, and Division Freight Agent Samuel Strachan of the Charleston Division. They were escorted by Superintendent W. Trapnell, Division Engineer R. Brooke and Trainmaster W. C. Deegan. On arrival at Buckhannon, the party was entertained by the Rotary Club at luncheon.

Mr. Marsh made an interesting address, explaining the objects of the trip, and was well received by all our patrons and shippers. Superintendent Trapnell also made a short address. Mr. Bishop explained the functions of the Industrial Department, and expressed his thanks for the entertainment the Rotary Club had provided. Next in order was a speech by our old friend Mr. Strachan. With his usual modesty (on account of his size he finds it rather hard to hide behind someone else) he declined. Superintendent Trapnell was heard to remark in an undertone which carried all over the room "'Sam' is a man of deeds, not words."

It has been regularly moved and seconded that the Charleston Division Division Accountant's office be closed and a matrimonial bureau established in the same quarters. Our friend Severns has lost two young ladies recently. Chief Clerk McOsker went to Seymour, Ind., ostensibly to spend Thanksgiving with his folks. He came back with a bride. Chief Transportation Timekeeper Roy Sergeant said he was going to Gassaway for Christmas. Evidently it was in the air. He was married on Christmas Day to Miss Nona Paisley, who left Weston, where she held a position in the Division Accountant's office a short time ago, to accept a place in the Master Mechanic's office, Gassaway. We understand that Mr. and Mrs. Sergeant will shortly take up their housekeeping duties in Weston. The hearty congratulations of everyone are extended to both Mr. McOsker, who, while he has been with us a short time only, has captured the friendship and respect of everyone, and to Roy, whom we have known for a long time. We extend our heartfelt sympathy to both the brides.

We regret to record that Miss Inez Young, file clerk in the Superintendent's office, recently had to be taken to Charleston, where she underwent an operation for appendicitis. Latest reports indicate she is doing well, and we are glad of it.

Another matter of regret to us is the transfer of J. N. Godman, captain of police, from the Charleston to the Baltimore Division. Captain Godman has been with us nearly a year, and during that time, by his sterling worth and his absolute fairness, he has made for himself a very warm place in the affections of the Charleston Division family. A firm believer in the spirit of cooperation, he has done all he could to assist the division in carrying out this policy. He was a valued member and a regular attendant at our Safety and Claim Prevention Committee meetings.

We congratulate Captain Godman on his promotion. Mrs. Godman and the baby will join the captain as soon as he finds a house for them.

Our sympathy is extended to Dispatcher W. W. Young in the death of his brother. "Ben" Young was employed by the K. & M. at Charleston as yard brakeman. He was injured by being caught between cars and rolled. He died shortly afterwards.

Congratulations are extended to Conductor Asa Carr and his wife. They are the proud parents of a 10-pound boy. We also congratulate O. H. Duncan, foreman in the wood working shop, Gassaway, on the birth of a daughter.

The Elk Line Club, composed of 40 members, has been organized by Baltimore and Ohio employes in Gassaway. They meet every Thursday at Moose Hall. A most enjoyable dance was held by the club on Christmas Eve.

We regret to learn that Mrs. J. D. Nicholas, wife of the trainmaster at Gassaway, was recently severely injured by a bad fall. H. H. Boggess, boilermaker, is confined to his bed with a severe attack of rheumatism. We extend best wishes to both for early recovery.

Brakemen A. J. Price and C. C. Cogar, of the Elk Line, were married during November. Our informant is unable to give us the names of the happy brides, but we extend congratulations just the same. Second Trick Operator M. A. Griffith of Orlando also became a benedict. Congratulations again!

Supervisors John and Joseph Conley were recently called to Elkins on account of the serious illness of their mother. We extend our sympathy.

The division accountant at Weston reopened his accounting school on December 14. Regular meeting nights are the 14th and 28th of each month at 7.30 p. m. All are cordially invited to attend. Come and learn how to be a Severns Junior.

Miss Ethel Keller, Car Distributor's office, has bid in the position of trainmaster's clerk at Gassaway, and has left us, much to our sorrow, but to her own great joy. Ethel is very fond of Gassaway. "There's a reason."

The Charleston Division noted with regret the death of both Superintendent Deneen and Superintendent Smith. At the last meeting of the Division Safety Committee, suitable resolutions were passed by a rising vote, and the Chairman requested to forward copies to the families, and to the division chairmen of the Safety committees at Cumberland and Wheeling. Superintendent Trapnell represented the Charleston Division at the funeral services in both cases.

The Charleston Division employes are perhaps not aware of the fact that the Baltimore and Ohio maintains a fine free circulating library for the use of its employes. The library is located at Mount Royal Station, Baltimore. During a recent trip there, your correspondent had the pleasure of meeting the librarian, and being shown over the library. Any one who desires to secure books can do so. Details will be furnished on application to the librarian, or to the correspondent of this division. For those who live at outlying points, the library would prove of great advantage.

A well attended meeting of the Charleston Division Freight Claim Committee was held at Weston on December 17. Among those present we noted Chairman E. J. Hoover, J. K. Cogley, and the various division officers. The guest of the evening was our old pal and side partner, "Charlie" Criswell. The discussion was lively and interesting throughout, and there is no doubt that if the enthusiasm continues, as it will, the Charleston Division will do its share towards cutting off that 50 per cent. Mr. Glessner is asking for.

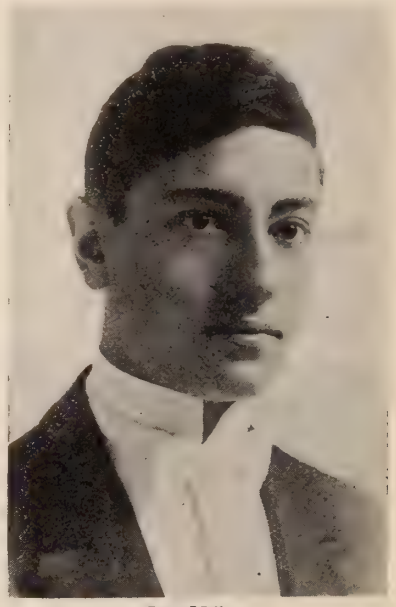
On the same date the Division Safety Committee held its regular monthly meeting, the business part being preceded by a lunch at which all members met at the Camden Hotel in Weston. The monthly lunch of the Safety Committee on this division has become an established practice, and much good has resulted, the members becoming better acquainted through these little get-together parties. At the business meeting, at which Superintendent Trapnell presided, rotating members were elected for the ensuing six months. The Superintendent thanked those retiring members for their unselfish work and the assistance they had given the cause of Safety, and expressed the hope that—though they were now leaving the Committee—they would consider themselves always honorary members, and would be welcomed heartily at all meetings.

The correspondent desires to extend his sincere thanks publicly to those who have so kindly helped his work along by giving him odd bits of information from time to time and to express the hope that they will continue to do so. Notes are always welcome. Your correspondent is located at Weston, and cannot know what is going on over the entire division unless you tell him, and he wants to try to make the Charleston Division Notes real "DIVISION" notes, and not from one place only. He has done his best to please you all, and hopes you are satisfied, Therefore, in the words of the famous man behind the counter "Thanking you for past favors and hoping for a continuance of the same."

Western Lines

General Offices, Cincinnati

Correspondent, W. H. SPILLE, *Pass Clerk*



Bert Miller

Our Art Gallery

Bert Miller, our young and esteemed assistant car distributor, started his career just six years ago as messenger in the Telegraph Department and has moved forward very rapidly ever since. Look at him now. Judging from his picture we are of the opinion that he missed his vocation. We believe that Bert should have gone in for politics and become one of our congressmen. But still we believe that some day we will see him riding in a private car of his own over the Baltimore and Ohio Railroad.

The endless argument between Miss Rullman and Henry Bauer about proper ventilation goes merrily on. Mr. Bauer insists on having the windows open and Miss Rullman insists on having them closed, while the rest of the office can only sit and suffer.

Our Own Luke McLuke

To Mister Blake
Please give full due,
He tried to make
A squeakless shoe.
And save some praise
For this dear lady
Who tried to raise
A cryless baby.

We wish to announce the arrival of a newcomer in the General Manager's office. Joseph Barron was recently employed as assistant statistician, vice G. E. Lund, resigned to accept position as draftsman, S. M. P. office.

It is the pleasant duty of the correspondent to bring before all the readers of our notes, pictures of our pretty stenographers, and it gives us much pleasure to present Miss Phyllis Meier (better known as Sadie or Lena), stenographer, Transportation office. Hard job to get it but—more will follow.



Miss Phyllis Meier

Herman Droppleman, our energetic neostyle operator, at a party recently met one fair little girl living somewhere near Lawrenceburg, Ind. We did not think so much of it at the time but it has now come to a point where Herman is taking a correspondence course in love making and dancing; the textbooks being "The Art of Wooing," and "How to Dance." Evidently Herman studies pretty hard during his lunch hours on these books and spends his evenings getting actual experience. Girls, beware!

Clarence Rackers resigned his position in the Transportation Department to accept a position with one of the large coal companies in Cincinnati. We regret to see Rex leave us, but our best wishes accompany him into his new field of endeavor.

How to Make 'Em Happy

Give Clarence a Rose.
Tell Elizabeth Martin how well she sings.
Give Herman Droppleman a girl.
Give Shoup a recipe to grow hair on his head.
Give Miss Stutter a War Cry.
Help Yocum find his files.
Give "Ben" Timme his GS-1 on time.
Give Mary Reuken something to talk about.
Give Ruth Murdock nothing to do.
Give the Correspondent some news.

February surely must be the month of great people. If you are skeptical and refuse to believe it, look over this list of famous men and women and the dates on which they were introduced to the world and its expenses during the shortest month:

"Al" Maier, 2; Charles Carey, 2; Olive Tealen, 4; F. G. Dickman, 4; F. X. Drain, 7; "Joe" Logan, 7; T. T. Doyle, 11; Abraham Lincoln, 12; St. Valentine, 14; Lucia Stockman, 22; George Pendery, 22; George Washington, 22; "Ed" Lind, 28; "Joe" Noewer, 28.

Several of the Traffic Department members have recently been discovered cavorting around the skating rink. Is it because they love to get a skate on occasionally, or are the girls up there so magnetic? Someone suggests that "Charlie" Lally use three skates, so that he won't stop so suddenly when he falls. And does he fall? Well, you tell them, dollar, you have cents. (Explanation of that last clever remark given upon application.) The only other casualties so far are Frank Duncan, "Ed" Gardner, "Tommie" Carter, "Al" Studer and Irene Tealen.



Mechanical Engineering

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Employers everywhere are looking for men with mechanical ability. Splendid salaries and rapid advancement are offered those with special training.

There is an easy, delightful way in which you can learn right at home in spare time. For 29 years the International Correspondence Schools have been giving men and women just the training they need for success in mechanical engineering and more than 200 other subjects. Hundreds of thousands have stepped into good positions through I. C. S. help, but never were opportunities so great as now.

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☐ Locomotive Fireman	☐ BOOKKEEPER
☐ Traveling Engineer	☐ R. R. Agency Accounting
☐ Traveling Fireman	☐ R. R. Gen'l Office Acc'ting
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ Cert. Public Accountant
☐ Round House Foreman	☐ BUSINESS MANAGEMENT
☐ Trainmen and Carmen	☐ Private Secretary
☐ Railway Conductor	☐ Business Correspondent
☐ MECHANICAL ENGINEER	☐ Stenographer and Typist
☐ Mechanical Draftsman	☐ SALESMANSHIP
☐ Toolmaker	☐ ADVERTISING
☐ Machine Shop Practice	☐ Railway Mail Clerk
☐ Gas Engine Operating	☐ CIVIL SERVICE
☐ CIVIL ENGINEER	☐ ELECTRICAL ENGINEER
☐ Surveying and Mapping	☐ Electrician
☐ R. R. Constructing	☐ Electric Wiring
☐ Bridge Engineer	☐ Elec. Lighting & Railways
☐ ARCHITECT	☐ Telegraph Engineer
☐ Architectural Draftsman	☐ Telephone Work
☐ Ship Draftsman	☐ MINE FOREMAN OR ENG'R
☐ Contractor and Builder	☐ Stationary Engineer
☐ Structural Engineer	☐ AUTOMOBILES
☐ Concrete Builder	☐ Good English ☐ Spanish
☐ CHEMIST	☐ AGRICULTURE ☐ Math'ics
☐ Pharmacy	☐ Poultry Raising ☐ Banking

Name _____
Present Occupation _____ Business Address _____
Street and No. _____
City _____ State _____
1-1-21

Canadians may send this coupon to International Correspondence Schools Canadian, Ltd., Montreal, Canada



Miss Linda Krombach, Cincinnati Terminals

"Go take a rest for seven days,
Get strong," said Doctor Peak.
"I can't do that," replied "Bill" Hays,
"For seven days will make one week."

We Often Wonder

How Radspinner did it.

Why "Ben" Timme never gets a hair cut.

Why May Agen spends so much time in the Transportation office.

What made Shoup lose his hair.

Why Elizabeth Martin vamps all the new clerks.

Why Dickman never buys cigarettes.

Every Saturday brings to our midst Traveling Freight Agent Freese of Seymour, Cincinnati and Walnut Hills, with an array of brand new jokes and flashy clothes. "Max" has always looked like a million dollars until he takes off his hat and then—shades of Hindenburg! We aren't proud, but we do prefer our fashion of pompadour to "Max's."

The Barber's Despair—Or the Bald Truth

(A hair-raising quartette)

Charles Hall,
"Charlie" Terhune,
George Barrick,
"Billy" Scholl.

J. McCabe and "Ben" Timme have been admitted into the Ancient Order of Roopps.

To the first person who brings me a solution of the following alleged joke, which is unusually clever (having thought of it myself), I will give one copy of Tariff Index No. 12, Martin W. Mueller's latest work of useless fiction, and a photograph of Ashur Tullis at the age of four years. Here it is:

One night Walker Barrick took a lady friend to the theatre, after which they had refreshments which cost him 50 cents, all the money he had. Quite naturally he did not inform the lady of his dilemna, but was nonplussed as to how to get her home without money or car tickets. He thought so hard over the matter that for the moment he forgot to be his usual polite self and paid no attention to the lady's conversation. She noticed this and to bring him back to earth, she pinched his arm and said indignantly, "Why, Walker Barrick!"

"By George, I will," said Walker, and even though she lived in Hyde Park, he did.

You tell 'em Clarence, Rose Stutters.

George Perry says that since he has been married he has saved considerable money, felt better than ever before and wouldn't be single again for the world. But skipping gaily along our bachelor way, we pause for a moment to whisper in his ear, "Sour grapes, George, sour grapes!"

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

The accompanying picture is of Miss Linda Krombach, clerk, Terminal Agent's office. The picture was taken at Keystone, Iowa, and her home is in Cleves, Ohio. On account of her pleasing disposition and her excellent dancing, Miss Krombach has quite a list of admirers. A popular young gentleman in the General Manager's office kindly furnished the photograph. Watch your step, Linda, or "Gander" might get jealous.

Our Boss

By the Cincinnati Terminal Employes

In our midst we have a man
Who makes us do the best we can.
He came from Loveland long ago,
You'd never say that he is slow.
John Meyers it is, jolly and stout,
A genial soul and a good old scout.
At times, his voice, like a lion's roar,
Assails us, that's when he is sore;
But always—in a friendly way—
And he lets each one say what he'll say.
When we have done the best we could
He tells us that our work is good.
It's only when all things go wrong,
We hear his voice come out so strong,
When engines meet their crews too late,
When records are not up to date;
When dirt and refuse lie around,
Or wasted drawbars strew the ground;
Or errant "hod" fireman begins to dream
And lets his engine fail for steam—
It's then we see his smoke turn blue,
Right then and there he's after you!
Full many a time we need a call
Which John can give to one and all.
But we just know 'twould be our loss
If Big John Myers were not our Boss.

The boys at Storrs are always ready for the cigars that are usually forthcoming on state occasions, such as weddings, etc. This time it is the wedding of Earl Decker. We extend our congratulations.



Katherine Jean
16 months old daughter of Assistant Car Distributor H. J. Fleming, Newark, Ohio



Miss Eva G. Winters
Secretary to the superintendent, Newark Division

Virginia

Our poor friend "Pete" must walk the floor
From one a. m. until nearly four.
Virginia is the baby's name
And "Pete" loves her—we'd do the same.

Things We Would Like to See and Hear at Storrs

J. M. Shay without a cigar.

C. I. Novinger excited.

"Bill" Hartigan remaining quiet for ten consecutive minutes.

"Andy" Haar addressed as "Mr. Haar."

"Hoppie" Russell with a clean face.

Russell Hicks at a loss for something to argue about.

"Al" Eisman without a grin.

Ira Decker not attending a dance for one night in the week.

"Fred" Schmidt taking a "Jazz Baby" to one of his favorite shows.

"Ed" Massman without his "Tin Lizzie."

"Joe" Coones without his hair parted in the middle.

"Bob" Melvin without a recipe for making home brew.

"Jack" Niehaus minus a grievance.

Mrs. Pollack lacking something to do.

Harry Hocks with a wrinkle in his trousers.

J. L. Maher has been transferred from Cincinnati to Chillicothe as division engineer. He received quite a send off from the Maintenance of Way employes on our division, all of whom are mourning the loss of friend "Jack." W. P. Abbott has been transferred back from the Toledo Division to our division in place of Mr. Maher.

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

Mrs. Lucille Fell, formerly Miss Lucille Callahan, stenographer to division accountant, is again performing the duties of that position temporarily, owing to illness of the regular stenographer, Ray Shaw.

John Hiskey, who has been absent account sickness, is again back on the job.



Engineer W. F. Dayton and Conductor W. T. Francis

The accompanying photograph shows William F. Dayton, right, comparing time with his conductor, W. T. Francis. Mr. Francis has an enviable railroad record, having been in the service approximately 48 years, and on his next birthday will be 71 years of age. An account of William Dayton's remarkable record as an engineer appears in this issue of the MAGAZINE, Veterans' Department.

Telegraph Department

We have advice to the effect that R. C. Moorehead, our Newark Division cartoonist, is devoting his extra time to good advantage, since "Whitie" was transferred to the Main Line. However, from "Whitie's" frequent trips back to his old stamping ground, he evidently is keeping posted on the "situation."

Zanesville

The accompanying picture is of L. A. Engle, foreman, Zanesville Shops, with his two grandsons, Thomas and Leo Mirgon. Mr. Engle is both daddy and granddaddy to these two boys, as their own father, a railroad telegraph operator, was a victim of influenza two years ago.

Mr. Engle has been with the Baltimore and Ohio for over 25 years.



L. A. Engle, foreman, and his two grandsons

New Castle Division

Correspondent, J. A. JACKSON

Divisional Safety Committee

PERMANENT MEMBERS

D. F. STEVENS.....Chairman, Superintendent, New Castle, Pa.
E. J. CORRELL.....Division Engineer, New Castle, Pa.
J. A. TSCHUOR.....Master Mechanic, New Castle, Pa.
J. M. GRIFFIN.....Division Operator, New Castle, Pa.

ROTATING MEMBERS

MISS BESSIE JONES.....Stenographer, New Castle, Pa.
MISS BEULAH JONES.....Clerk, Painesville, Ohio
A. L. BAKER.....Agent, Chardon, Ohio
F. C. PRICE.....Signal Repairman, Ohio Junction
W. M. SANFORD.....Carpenter Foreman, Youngstown, Ohio
J. B. BUTTS.....Freight Engineer, New Castle Junction
M. D. BAUGHMAN.....Freight Engineer, Painesville, Ohio
R. E. BASS.....Freight Conductor, Willard, Ohio
R. G. WEBER.....Boilermaker, Haselton, Ohio

A Playground for All the People



Ideal Park, Endicott, during the summer months is a very popular spot. In the winter time many suitable indoor amusements have been provided.



The younger members of our "Big Family" spend many happy hours at Ideal Park, a portion of this park having been flooded for skating purposes.

ENDICOTT - JOHNSON

SHOES FOR WORKERS AND THEIR FAMILIES

ENDICOTT, N. Y. JOHNSON CITY, N. Y.

DR. F. DORSEY.....Medical Examiner, New Castle, Pa.
W. H. YEAGER.....Terminal Trainmaster, New Castle, Pa.
A. T. HUMBERT.....Master Carpenter, New Castle, Pa
J. C. HOFFMAN.....Signal Supervisor, New Castle, Pa.
H. F. SCHWAB.....Division Storekeeper, New Castle, Pa.
J. L. SHRIVER.....Road Foreman of Engines, New Castle, Pa.
J. P. DORSEY.....Trainmaster, New Castle, Pa.
R. R. MCWILLIAMS.....Secretary, New Castle, Pa.
M. B. EARLE.....Captain of Police, Youngstown, Ohio
ALEX CRAW....Division Claim Agent, Youngstown, Ohio
F. C. GREEN.....Supervisor, Warren, Ohio
J. F. KOOSER.....Water Station Foreman, New Castle, Pa.
J. E. RESSEGER.....Passenger Fireman Willard, Ohio
E. J. SMITH.....Freight Fireman, New Castle Junction
L. R. BLOOMER.....Freight Brakeman, Willard, Ohio
J. P. DUFFY.....Car Repairman, Haselton, Ohio
J. P. POHL.....Machinist, Painesville, Ohio
ROBERT HOOPER.....Machinist, New Castle, Junction
E. W. SMITH.....Yard Brakeman, DeForest Junction
R. FISHER.....Yard Conductor, Haselton, Ohio
FRED EARLE.....Electrician, New Castle Junction

Claire Kocher, a graduate of the New Castle High School, class of 1920, and now employed in the office of F. H. Knox, agent at New Castle, was elected captain of the Baltimore and Ohio Basketball Team, and is entered in the City League, playing games on the "Y" floor on Monday and Saturday of each week. His teammates are Glenn, Eilbeck, Peebles, Barrett, Kilbreath and Russell. Claire knows all the fine points of the game, and is well able to hold down a forward position on the team, and we're all pulling for him to land the cup for the Baltimore and Ohio.

The angel of death entered the home of Division Accountant and Mrs. P. H. Groscup and took their three weeks old baby, Phillip H., Jr., after a week's illness. The sympathy of the entire division is extended to Mr. and Mrs. Groscup in their great loss.

P. B. McDowell, C. T. timekeeper, Division Accountant's office, has been promoted to the position of inspector of accounts with headquarters at New Castle Junction. We all miss "Pete's" happy smile but wish him the best of success in his well deserved promotion.

A man who is clean inside and outside; who neither looks up to the rich nor down on the poor; who can lose without squealing, win without bragging, is considerate of women, children, and old people; who is too brave to lie, too generous to cheat, and too sensible to loaf; who takes his share of the world's goods and lets other people have theirs; who is true to his God, to his country, and to his employer—this is the ideal conception of a true gentleman.

H. F. Schwab, division storekeeper, New Castle Junction, slipped quietly away one beautiful day in November and never stopped until he reached Washington, Ind. Cupid's dart had done its work, and he found awaiting him Miss Letha Karr, to whom he was married on the evening of November 28. The happy couple arrived in New Castle on December 4 and are now at home to friends on the West Side The best of good luck, happiness and prosperity is extended.

SAFETY FIRST

Today, Tomorrow and Every Day of Your Life.

The employes of the New Castle Division regret the death of John C. Wilkin, former agent at Kent, Ohio. Mr. Wilkin was born in Delroy, Carroll County, Ohio, on April 14, 1862, and first came to Kent, Ohio, in 1888, as agent of the Cleveland, Canton & Southern Railroad (now the Wheeling & Lake Erie R. R.).

On June 14, 1900, he left the service of the C. C. & S. and accepted position of agent for the Baltimore and Ohio, holding this position until September 16, 1918, when he was given a furlough on account of ill health, and was later placed on the pension list. He suffered a paralytic stroke early in 1918 from which he never fully recovered. After being placed on the pension list, he removed to Clarendon, Va., to the home of his son, passing away at that point on December 24 as a result of another stroke of paralysis.

Mr. Wilkin made an enviable record as an agent at Kent, his services to the patrons of the railroads he served bringing the highest praise as a result of his painstaking service, reliability and trustworthiness. He was regarded as being one of the most conscientious agents on the division, and of the highest integrity.

A Methodist from his early youth, he gave devoted service to his church in all its activities. He was a member of Rockton Masonic Lodge.

The funeral services were held in the M. E. Church at Kent on Sunday, December 26, in charge of Rev. M. J. Slutz, assisted by Rev. E. R. Brown. Interment was made in Standing Rock Cemetery.

He is survived by his wife, daughter and two sons, to whom the sympathy of the employes of the New Castle Division is extended. In the passing of Mr. Wilkin, the New Castle Division suffers an acute loss.

Cleveland Division

Correspondents

A. F. Becker, *Secretary to Superintendent*, Cleveland, Ohio
Amy A. Ford, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio
E. L. Miller, *Chief Clerk to Division Freight Agent*, Akron, Ohio
H. B. Smith, *Supervising Agent*, Cleveland, Ohio
W. E. Brugh, *Clerk to Trainmaster*, Massillon, Ohio

Dover

G. J. Elford has been appointed agent at Dover, effective December 15. We all wish him good luck in his new position.



On December 23, little Donald Sexton, eight-year old son of former fireman and Mrs. Boice Sexton, was struck and killed by train near his home. The little boy was walking along the track happily playing a mouth organ, a premature Christmas gift, and did not hear the train approaching him on the eastbound tracks under a reverse movement. Railroad friends expressed their sympathy in a floral offering.

Car Foreman W. F. Krage has returned to his duties after a two weeks' vacation. Inspector Lawrence Wietz filled the vacancy during "Bill's" absence. Things look natural again around the repair shanty.

As a figure to show how much business is being handled through Dover Yard, the following will give a fair idea for the first 20 days in December: There were 6,499 cars handled through Dover Yard with a total of 333 trains, giving a daily average of cars per day 324.9, and an average of 16.6 trains per day. Car Miles—Car Miles—CAR MILES.

Boiler Inspector Carl R. Kirkpatrick is the proud father of another young boiler inspector. Carl passed the cigars with a merry grin that told it was a boy.

Fireman W. H. Kalp is showing a great interest in his work as yard fireman at Dover. He seems to be following in his brother George's footsteps. "Bill" kept engine 2621 shined up. It was his misfortune to have this engine go to Holloway for a few days and we believe it missed a good shining every morning. This is certainly a fine spirit that "Brother" Kalp is showing.

Yardmaster B. F. Wilcoxon is working as acting trainmaster in the absence of Trainmaster J. Fitzgerald, who is on a well-earned vacation, visiting in the East and spending some time at his old home town, Silver Springs, N. Y.

Conductor W. E. Hadden is acting yardmaster at Dover, working in "Ben" Wilcoxon's place. "Ben" has pretty large feet, but W. E. Hadden can almost fill his shoes.

Night Yardmaster Michael Reidy has been off duty on account of sickness. During his absence his positon was filled by Yard Clerks "Tom" Adams and M. Howell. Glad to hear that you are recovering nicely, "Mike."

Conductor E. J. McIntire has been granted a three months' leave of absence on account of ill health. We hope the rest will do him good.

C. L. Baker, ticket clerk, was highly commended by the Safety Committee for his work in that line during the past month. His first act was in putting out a fire which



Cleveland sleuths on the job



Mae Elinor and Marion Beatrice
Daughters of Trainmaster T. C. Smith

had a good start in a storage pile of creosoted ties, due to a lighted fusee having been thrown off of the track some time before Mr. Baker's arrival. He also warned The American Railway Express Company against using an unsafe truck for unloading express from baggage cars at this station.

On his 18th birthday, S. M. Mitchell, coal bill clerk, was presented with a pedigreed fox terrier from the Sterling Kennels by Conductor Peter C. Stevenson.

Clara Haug, rate clerk, when asked to submit an item for the MAGAZINE, replied, "Oh, nothing ever happens to me." Cheer up, Clara, he might learn to be a mind reader.

G. J. Elford, formerly relief agent on this division, is now agent at Dover, succeeding H. A. Fisher. We are working hard for 100 per cent. efficiency.

Akron

The Baltimore and Ohio Basketball Team made its debut in the City League on December 11. Unfortunately, they were beaten by Peck's Studios, score 37 to 19. Our opponents have played together for several years and were the champions of the city last year and we hardly expected to beat them in our first game. However, on December 18, our team played the powerful Imperial Electric Company's team and our victory was comparable to the Republican landslide. Score, 29 to 9. We are all boosting the team and feel sure that they will win the championship this year. R. W. Ballard is manager and D. C. Barnett is captain. The players are Messrs. Miller, Warner, Dugan, Ballard, Snyder, Doyle and Boyd.

On December 26, a beautiful wedding was solemnized at Charleston, W. Va., when Miss Ruth Myers, formerly in the Terminal Trainmaster's office, Akron Junction, became the bride of A. B. Colby of LaSalle Extension University. The Reverend Mr. Colby, father of the groom, officiated. After felicitations were extended the happy couple left for a honeymoon in sunny California. The best wishes of all of the employes in Akron go with Mr. and Mrs. Colby and we hope that their voyage on the matrimonial sea will be very pleasant.

On December 15, "Mike" Dugan, Akron Junction, was severely injured by a fall. Mr. Dugan is one of the most popular employes of the Akron Terminals and the heartfelt sympathy of all of us was extended to Mr. Dugan. A beautiful bouquet of flowers was sent to Mr. Dugan while he was in the hospital, by the Welfare League.

A meeting was called at Howard Street Station on December 24, all of the employes of the Freight Department being present. This meeting was called without the knowledge of Terminal Agent Troescher, and after everyone had assembled Mr. Troescher was presented with a beautiful ring. Appropriate speeches were made expressing to Mr. Troescher the appreciation of those who work under his direction for his guidance and kindness to them during the past year.

The Akron employes were delighted to welcome to our midst on December 28, the members of the Cleveland Division Freight Claim Prevention Committee. A meeting and luncheon were held at the Portage Hotel and all of those present found the meeting intensely interesting and very helpful. We hope that we will have the pleasure of having this committee with us again soon.

Massillon

C. M. Piper, engineer, has been off sick for a few weeks. It is hard to knock a good man out, isn't it, "Doc." Glad to see you are better.

C. T. Bannister, engineer, who was also ill for several weeks, has returned to duty. Glad to see you in health again, "Charlie."

E. Polen, roundhouse foreman, and "Mike" Lopus, car inspector, went out joy riding in Mr. Polen's Ford. Said Ford got a little wild and turned over, slightly injuring Mr. Polen and Mr. Lopus. It has been rumored that a broken wheel was the cause of the accident. No official report was made.

The passenger station at Massillon is being repainted on the inside. Say what you will—fine feathers do help make fine birds.

Miss Grace Wock, clerk, Massillon freight house, has been flashing a diamond ring lately. It looks suspicious.

If is reported that Beatrice McNeal, O. S. & D. clerk, is to be married soon. We hope that she will like her new duties.

J. M. Addy, who has been working on the water gang for a good many years, has taken the position of crossing watchman, Cherry Street, Massillon, on account of ill health. We hope that his new job will agree with "Jim."

Conductor W. E. Kilbow, who formerly worked at Massillon, and who is now at Canton, Ohio, is the proud father of a bouncing baby boy. Try to make a good railroader out of him, daddy.

Conductor J. O. Hart has been ailing with lumbago for some time. It isn't very pleasant, "Joe"; we hope to see it leave you soon.

On Christmas Eve, the section gang's bunk house, Massillon, was destroyed by fire. Some of the men had to make a quick get-a-way, and nearly all of their clothing was destroyed. An over-heated stove was the cause of the fire.

Baggage Agent "Dad" Lynch has been off duty for several weeks. We hope to see him back on the job again very shortly.

Columbus Street Freight Station

RESOLVED—LOSS AND DAMAGE CLAIMS WILL BE CUT IN HALF IN 1921. IT CAN BE DONE—LET'S GO.

Agent Robinette, Uhrichsville, drifted from the straight and narrow path long enough at the recent Claim Prevention Meeting at Akron to puff at a paper wrapped cigar, his first pill. It is reported that the cigarette paper was brown and it resembled a little cigar. They all fall sooner or later.

"Say it with flowers" is the first sign Claim Adjuster Stultz sees when he arrives in any city. He can give you from memory the daily fluctuations of the flower market since his meeting with the wonderful girl from Virginia.

A barber in Dover had recently finished shaving Claim Agent Prem and was about to comb his hair. "Wet or dry?" asked the barber. "Oh, I'm the driest man on earth, voted for prohibition and have always believed in the enforcement of Rule G," responded Prem.

The monthly claim prevention meeting was held at the Portage Hotel, Akron, Ohio, December 28, and was well attended by representatives from the traffic, operating and mechanical departments. An enthusiastic effort will be made on the Cleveland

Every Baltimore and Ohio man in the Motive Power Department or in Engine Service should have this book

The Early Motive Power of the Baltimore and Ohio Railroad

By J. SNOWDEN BELL

Describes and illustrates the locomotives used on the Baltimore and Ohio Railroad prior to 1860. The history of locomotive development of the Baltimore and Ohio Railroad embraces nearly the entire history of motive power in America up to 1860

Fully illustrated and handsomely bound in cloth - Price $2.00

Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md.

Please mention our magazine when writing advertisers

Division to reduce loss and damage claims 50 per cent. in 1921.

Captain Rowe's impressive eloquence, so well known but rarely enjoyed of late, was heard at a police meeting recently held on this division, and as the purport of his message was complimentary in the extreme, his men enjoyed a double treat. The Captain expressed his admiration for the splendid work of the force during the season just closing. Several interesting and difficult cases have been disposed of by the various officers, resulting in convictions and profitable recoveries.

The wife and newly blossomed infant of Lieutenant "Sam" Barnette are sojourning in the wilds of Texas at the present writing, the State in which "Sam" was born. We regret, however, to say that cattle and shootin'-irons are far removed from culinary achievements. This accounts for "Sam" mistaking sawdust for flour while dishing himself up some flap-jacks under his own lonely and deserted roof. "Sam" is thinking seriously of throwing himself on the mercies of the Salvation Army.

Trainrider Harry Malone bears an enviable reputation as a slayer of the well-known "bunny" down in the jungles around Massillon. He had bad luck last season and stated as an excuse that his gun was not performing as well as usual. To back up this excuse he purchased a powerful looking weapon, ordinarily used by bear hunters in the Rockies, and went out determined to bring home the bacon. He did—he did! His gun was powerful all right; he shot at a nice fat "bunny" 50 feet away, missed him, and killed a promising young porker over in the next field. Harry paid $25.00 for his bacon and gave his gun away. He now confines hunting activities to car thieves and other well-known crooks.

J. P. Warrenfeltz is a fingerprint expert but he had an awful time explaining to brown eyed "Buster," to whom he reports regularly, just whose fingerprints decorated his collar in delicate, pink, Christmas candy impressions.

Patrolman "Ed" Steinmetz had two fine geese for his New Year's dinner, but unfortunately some old lady who keeps a flock of such birds near the Railroad track missed several recently. She heard about "Ed's" feast and he had a mighty hard time satisfying her that he had purchased them at one of the leading markets in a perfectly legitimate manner. "Ed" surely thought his goose was cooked for a while.

A. L. Rankin, night clerk to dispatcher, Cleveland, desires to thank all employes for the kindness shown him during his recent sickness.

The best indications of our fast returning to pre-war existence were the jealous glances towards the Misses Myrtle Lowther, Geraldine Sammon, Elsie Lake, Edna Snyder and Elga Cartwright on the morning after Christmas; the sadness and gladness—all due to good intention rings being added to their left hands. Needless to say, when Santa arrived he did not find any empty stockings awaiting him from the five successful candidates.

We have with us again A. E. Medley, our former chief clerk, to whom we extend a welcome hand.

The surprise of the holiday season was the presentation of some gorgeous pishi-pisha negligee "draped with crepe" to Louis F. Barada, lieutenant of police, and an imported hand-decorated gold pencil to Herman H. Reum, claim adjuster, by the Claim Department Maidens' Retreat. The presentation address was made by Miss Irene Lake, the theme being "The city gentlemen of today."

When business interferes with pleasure—quit business. Miss Irene Lake announced her resignation to be effective January 1, and has since shown progress in her correspondence course in domestic science. We wish her success and happiness in her new field of endeavor at 927 East 130th Street.

When all was glad on New Year's day, George Trope, our popular paymaster, was sad. Cheer up, George, next Leap Year will be 1924.

Miss Catherine Spain has exhausted her knowledge of social letter writing and has taken to making carbon copies, since each of "them" demands a letter daily.

"Matt" Schummer is back again in the Claim Department and doing his usual line of good work. Father "Matt" says he has no time for the girls. (Hang up the crepe.)

Members of the Cashier's Office Lunch Club continue to hold their regular luncheons and have not grown tired of the popular Boston fruit. Mr. Murray has agreed to act as host, providing he is not required to wear his Tuxedo.

Chicago Terminal

Correspondent, THOMAS H. WILLIAMS

D. O'Leary, timekeeper, and his wife celebrated their 50th wedding anniversary on January 1. Mr. O'Leary started railroad work at the age of 18, as switchman, on Galena Division, C. & N. W. Railroad, Chicago. After two years he was made general yardmaster. After four years he went to Michigan Central Railroad as chief clerk to division superintendent. Eight years later he went to the C. St. P. M. & M. Railroad, now the Great Northern, as chief clerk to division superintendent for one year; as general yardmaster for one year, and as assistant trainmaster, Northern Division, for one year. Left there on account of climate being too severe for his children. Went to C. & T. T. Railroad at Chicago as general foreman, Freight Houses, and assistant local agent. After eight years he went to I. C. Railroad as assistant local agent, Chicago, in charge of Fordham Yard and outside territory. After seven years he came to C. T. T. Railroad, now Baltimore and Ohio Chicago Terminal Railroad, as chief yard clerk, Robey Street; then as chief clerk to trainmaster, chief clerk to superintendent; agent West Pullman Station, and finally as timekeeper, which position he holds at present. Nearly 21 years with the Baltimore and Ohio Chicago Terminal Railroad, and 51 years of railroad service. He has never lost any time on account of sickness or injuries.

The accompanying photograph shows that Mrs. O'Leary has taken good care of "Dave"; he looks as though he is good for many years yet. A number of the old timers got together on the eve of their celebration and presented Mr. and Mrs. O'Leary with a purse of gold. Everybody joins in wishing them the best of luck and happiness in the rest of their journey through life.



Mr. and Mrs. D. K. O'Leary



Miss Loretta Grogan

Below is a letter from Mr. O'Leary to the editor of the MAGAZINE:

CHICAGO, ILL., January 7, 1921.

Dear Sir—January 1 being the 50th anniversary of my marriage, I was very much surprised to find out on the eve of that day that I had been accumulating one gold dollar for each year of that period, to get, all in a lump, as a token of good will, from fellow employes, who, through Superintendent Nichols and friends, called on me while at work.

My wife and I wish through the MAGAZINE to give our sincere thanks to all, and we hope that at some future day we can surprise some other employe on a similar occasion.

Yours truly,
(Signed) D. O'LEARY,
Timekeeper, Transportation Department.

R. A. Barlow, general yardmaster, has been appointed assistant trainmaster with headquarters at East Chicago. We hope that he will continue on his forward march! H. F. Anderson, our well-known yardmaster at East Chicago, has been appointed general yardmaster with headquarters at Blue Island. Mr. Anderson is a very ambitious young man who has worked his way up from a helper in yard service to his present position. Go to it!

C. Haugh, our former day yardmaster, Whiting, is sporting a big front as the proud papa of a 7-pound boy. Mr. Haugh was recently appointed day yardmaster at East Chicago.

Miss Loretta Grogan, Yard office, Robey Street, whose picture appears herewith, has no more use for Western Union clocks; she is now displaying a platinum wrist watch, one of her many Christmas gifts. Incidentally, she and F. McK. are rather "clubby."

W. G. Kennedy, accountant, Master Mechanic's office, has been promoted to assistant chief clerk, East Chicago, vice G. S. Smith, resigned.

F. J. Rosenberg, roundhouse foreman, who has been sick of pneumonia and pleurisy, has returned to duty, and is also back on the bowling team. If you don't believe us, ask the engineers.

The Bowling League is still in progress, with the Maintenance of Way team in the

lead and the Motive Power Supervisors following close at their heels. Go, Maintenace of Way, go! Here are the Car Record bowlers, reading from left to right: Peterson, Ruth, Wilmsen, Woods and Whitmer.

Charles Johnson, Car Accountant's office, may be short in stature (measuring about four feet ten inches), but he is a big man in the Car Accountant's office. Mr. Johnson has been employed by the Baltimore and Ohio Chicago Terminal for 31 years, having entered the service in 1889, serving with the Chicago and Northern Pacific and Chicago Terminal Transfer Railroad Company during their existence, and is still on the job every day bright and early with us. Wish you many more years, Mr. Johnson.

E. H. Taheny, Accounting Department, has not been himself for some time past. Explanation was given in his announcement December 16 of the arrival of a daughter. Mother and daughter?—Fine!

It is reported that our indoor baseball league is going to take up lotto to get in shape. They have been on the small end of the score for every game. However, they played the A. T. & S. F. team on December 15 for the benefit of the *Herald and Examiner* Christmas Fund. The victory was largely due to our business manager, Charles Stewart, who vamped all the opponents' female rooters, and after the game satisfied the girls by shaking a wicked shimmy. Charles! Shocking!

"Bill" Smithson, messenger, Superintendent's office, is training for the coming ice skating tournament. Go to it, "Bill," we're all with you.

"Bill" Hofford, junior accountant, Robey Street, recently became the daddy of a baby boy, weighing about nine pounds. "Bill" claims the youngster is destined to be heavyweight boxing champion, but for some reason or other wifey dear disagrees and is of the opinion that he will be president; however, if he follows in the footsteps of his daddy his parent will be mighty proud of him, for "Bill" is a favorite among his associates.

Extra! Bad accident to A. Wilmsen, home route clerk. While on a southbound Rock Island train recently he accidently ate his railroad ticket, for a cracker.

Bowlers, attention! Have you seen our standing in the League? Well, we have a nice handicap to look forward to. Watch us go; next round—the Stores Department.

Former Dispatcher C. F. Williams, second trick, Chicago Heights, was transferred to Harvey Junction, first trick, relieving Harvey Zimmer, who is on the sick list.

Carothers, Hogan and Bender, supply train, cleaned up every nook and corner of all buildings, everything having the appearance of scrap iron or non-usable material being loaded. They left us only the stove door and one pinch bar.

Claim Prevention is Agent E. J. Boyle's big hobby. "A little care may save the Railroad hundreds of dollars. Please be careful," is his daily slogan.

Cyril Steffick, sealer at this station, is on the sick list. We hope he will soon be up and about.

Two middle-aged ladies, Irish by consent, were returning from a funeral in Buffalo recently. They chanced to cross Shelton Square at noon as the chimes of St. Paul's Church were sweetly ringing "Nearer My God to Thee."

Mrs. Duffy leaned over to Mrs. Casey, who is deaf, and said, "Don't the chimes sound beautiful?"

"What's that?" asked Mrs. Casey.

Mrs. Duffy repeated in a louder tone, "I say, don't the chimes sound beautiful?"

"What's that you say?"

Raising her voice still higher, Mrs. Duffy reiterated: "Don't the chimes sound beautiful?"

This time Mrs. Casey leaned over and replied, "Them d——n bells are making so much noise I can't hear a word you say."

Some of our young ladies are taking swimming lessons and we hope to produce a second "Annette Kellerman" before long. I wouldn't mention any names, but for further information you might inquire of the blonde stenographer of the Maintenance of Way Department.

At the present writing, H. McDonald, track supervisor, is on the sick list. We surely miss "Mac" and hope he'll soon be back with us, as fat and "sassy" as ever.

Chicago Division

Correspondents

F. N. SCHULTZ, *Division Operator*, Garrett, Ind.
ESTHER J. SPREENBERG, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.
R. R. JENKINS, *Secretary, Y. M. C. A.*, Willard, Ohio
P. H. CARROLL, *Signal Supervisor*, Garrett, Ind.
W. C. ADDY, Willard, Ohio
FLORENCE E. SMITH, *Freight Office*, Chicago

General Freight Office

In conformity with decision of the Interstate Commerce Commission in Ex Parte No. 74, freight rates throughout the United States were advanced, different percentages being applied in different territories and on through traffic also. Advances on intrastate traffic do not, in many instances, conform with those allowed by the Interstate Commerce Commission, and this results in disputes between carriers as to proper divisions to apply on traffic and is manifested at Chicago probably more than at any other point.

In order to keep the clerks (upon whom it devolves to execute the actual transactions) in contact with questions as they arise it was suggested that those interested in our local freight offices at Chicago meet at noon each Tuesday with clerks in the General Freight office, where free interchange of views would be made.

The first meeting was held on Tuesday, January 4, from 12.00 to 1.00 p. m., during which time a light luncheon was served. There were about 20 present and the subjects discussed were as follows:

SUBJECT No. 1—Proportions east of Chicago on westbound trans-continental traffic originating in New England territory.

SUBJECT No. 2—Business to interior Iowa points on which the rates to east bank Mississippi River points are lower than to west bank Mississippi River points; through charge, however, being based on combination to and from the west bank points.

SUBJECT No. 3—Divisions of present joint through rates from Trunk Line territory to Minneapolis and St. Paul.

We do not expect to confine these weekly conferences to discussion of rates and divisions established incident to the decision of the Commission in Ex Parte No. 74. Other knotty questions will be dicussed, the idea being that clerks in one department will get the viewpoints of clerks in other departments regarding rates, rules and practices.

I am sure these conferences will not only prove interesting and instructive to all who participate but will aid in gaining the closer cooperation and furthering the efficiency which are so essential to the success of the Baltimore and Ohio. If our Company is successful *we* must be, and we *can* be by applying ourselves to our jobs, being courteous and diligent and rendering the *best* that is in us to our work.

NOTE—Here's one on the correspondent, which was sent us by some of her friends. We hate to lose our correspondents, but—if congratulations are in order, we follow with ours.—*Editor.*

Congratulations

By M. L. Blackwell

There is a little Smith named Florence
Who's receiving good wishes in torrents,
'Tis a ring, as you see,
And no more Smith she'll be
When Frank, from Tomah, claims Florence.

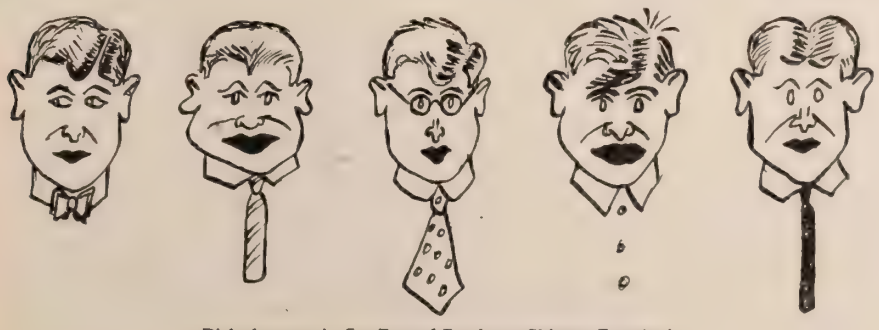
Garrett

January 3 was a gala day for Division 153, Brotherhood of Locomotive Engineers, the occasion being the joint installation of officers and the celebration of the golden wedding anniversary of Mr. and Mrs. H. S. Wright. After the installation of officers, Sister J. L. Harrigar, presiding at the piano, played the Wedding March while Mr. and Mrs. Wright marched to the altar, where Brother O. O. Stoner, acting as minister, stood in waiting. There they renewed the marriage vows made so many years ago.

After the ceremony a bountiful dinner was served, Sister Wright first asking the blessing. The principal feature of the dinner was a huge wedding cake, which was cut by Sister Wright with the same ability which she displayed 50 years ago. The members of the division and auxiliary then presented the happy couple with $20.00 in gold. Mr. and Mrs. Wright were married at Clyde, Ohio, in 1870, came to Garrett in 1875, where Mr. Wright has been employed by the Company ever since as fireman and engineer. He was running one of the fast passenger trains when pensioned. He has been a member of Division No. 153 for 48 years, having filled every office except that of chief, and is at present chaplain. Eight children have been born to them, four of whom are living.

South Chicago

Friends of Henry Caprez will be very sorry to learn of his death, which occurred on December 12, after an illness of consider-



Pick them out! Car Record Bowlers—Chicago Terminal

able duration. Mr. Caprez was a Veteran, having been in the service since the year of 1884, and pensioned for the past eight years. He leaves, to mourn his death, his dear wife and many, many freinds. Our sincere sympathy is extended to the bereaved ones.

We are sorry to lose F. A. Nagel, chief clerk to J. E. Quigley, general foreman at South Chicago. He has accepted a positiion at Pittsburgh, Pa., under the supervision of Division Accountant Tutwiler. We wish him much success in his new position.

At the same time we welcome J. M. Skilling, who has succeeded Mr. Nagel in the capacity of chief clerk to Mr. Quigley. Mr. Skilling was formerly motive power timekeeper at Garrett, Indiana.

There is a rumor that our confirmed "batch" is soon to become a benedict. Who? Why Louis Stack, of course. Perhaps our next issue will have more complete information. Are we all invited to the wedding, "Louie"?

Miss Catherine Donnelly, our coal clerk, is leaving on a furlough, and we understand she intends to make a slight change—*in her name.* To be continued—next issue. Tell us all about it, "Cass."

LaVerne Thompson is ill of a bad attack of influenza. We are sincerely sorry and all hope for her speedy and complete recovery.

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

H. E. Coffey, former agent, Loveland, Ohio, has been appointed supervising agent, Illinois Division. Mr. Coffey is well known by the employes on this division, who wish him success in his new position.

It is with great regret and profound sympathy that we announce the death of one of our well known and popular employes, "Pat" Clark, supervisor. "Pat" had been ailing all summer with kidney trouble, which ended in chronic Bright's disease, which caused his death on Sunday, December 12. Mr. Clark was born in Mayo County, Ireland, on May 28, 1858. At the age of nine months his parents brought him to America and settled at North Vernon, Ind., where at the age of 15 in February, 1874, he entered the service of the Baltimore and Ohio as trackman. In July, 1906, he came to the Ohio Division as supervisor at Hamden; was transferred to Athens in the same capacity in April, 1915, and on September 1, 1917, was made supervisor of the Fourth sub-division with headquarters at Washington Court House, in which capacity he served up to his death, a service of almost 47 years. His wife preceded him to the grave one year and three months ago, after a lingering illness of two years. He is survived by two daughters, Margaret and Mary, and five sons, John, James, Dennis, Lewis and Thomas. The pall-bearers were: R. E. Chamberlain, division engineer, Ohio Division; H. R. Gibson, Toledo Division, engineer; L. A. Pausch, supervisor; E. Cole, supervisor; George Mitchell, supervisor; and G. F. Potter, ex-supervisor. "Pat" was extremely popular and widely known among the employes on this division, all of whom extend to the bereaved children their sympathy.

Stephen Flynn, crossing watchman at Loveland, passed away on December 13. Mr. Flynn has been in continuous active service of this Company over 52 years, entering as laborer on May 1, 1868. He was promoted to track foreman March 15, 1870, and to crossing watchman at Loveland, February 1, 1892, in which position he served until his death. He was well known and well liked by all, who will miss his familiar figure at his crossing at Loveland.

Effective January 1, Division Engineer R. E. Chamberlain was promoted to division engineer, Toledo Division, headquarters Dayton, Ohio. It is with sincere regret that we lose Mr. Chamberlain. His pleasing personality won for him numerous friends on the Ohio Division, who wish him success in his new position. He is succeeded by J. H. Maher, former assistant division engineer, Cincinnati, whom we welcome on this territory.

The stork recently visited the home of George W. Myers and left an 11½ pound boy, who has been named George W., Jr. George, Sr., will now have his hands full instructing the young man so that he will be able to pass a first class examination for a good engineer, like his "dad."

We all extend our heartfelt sympathy to Claim Agent F. S. DeCamp in the death of his only daughter, at her home in Dayton, Ohio, on Christmas day.



Camp Sherman Yard Crew

It is with regret that we announce the death of Brakemen Joseph Zervis. On the morning of January 10, Mr. Zervis left Chillicothe on local No. 84, and while switching cars at Vigo, was killed. He had been employed as brakeman with the Company about six months and his tragic death bereaved his mother, five brothers and one sister, to whom our sympathies are extended.

A school for apprentices has been opened at Chillicothe Shop. It is well attended, all apprentices taking a lively interest and attending school two hours each day. Draughtsman H. O. Edmondson is the instructor, teaching mathematics and mechanical drawing.

Born to Mr. and Mrs. Harry McClain, a son. Mrs. McClain was formerly Miss Ethel Thomas, employed as clerk in the local Freight office, the employes of which wish to extend their congratulations.

Two Tiffany sparklers appeared on the proper fingers of two young ladies, respectively, when they reported for duty on the Monday after Christmas. One in the Storekeeper's office, Miss Grace Bennett, the other in the Freight office, Miss Wilda Graves. We are glad to see these cases, as they always foretell coming items for the MAGAZINE.

The accompanying photograph shows the Camp Sherman yard crew. They are, left to right: standing on bumper beam, J. Bennett, engineer; sitting on beam, "Mike" Shea, conductor; in the center of beam, F. Collins, brakeman; R. Ridley, fireman. Left to right: on step, J. R. Ford, yard clerk; on coupler, F. Offenbecher, brakeman; S. Metcaff, watchman.

This crew handles all supplies and troops within camp limits. All of the crew are ex-railroad men. Engineer J. Bennett has recently been discharged from the Army and is back working on the Monongah Division.

Say didn't we come out on top on the Western Lines,
And second place for the System in the "No-Accident Campaign."
Very good boys.
Every one of us did his best.
For our next—Let's have a "Fuel Conservation Campaign," to show the other divisions we handle more gross tons (which means *more car miles*) with less coal than they can.
Useful suggestions to our fellow workers will help.
Engineers and firemen on our division all try to save coal, but don't forget that our trainmen, carmen, and station forces can all help, too.
Let's do it boys, what do you say?

Bernard Corrigan, car builder, who has been on the sick list for the past two months, is still in serious condition. We hope for his speedy recovery.

In the "No-Accident Campaign" on the Western Lines, the Ohio Division JUST HAD to come out on top. The cooperation of each and every one and the teamwork displayed during the entire campaign could result in no other end.

The victory was celebrated in a pleasing manner at a four-course dinner held at the Warner Hotel, Chillicothe, on the evening of December 16. Members of both division and shop Safety committees were present and a representative number of employes from each department.

On entering the lobby the guests were met by the committee in charge: T. E. Banks, trainmaster; R. E. Chamberlain, division engineer; C. E. Francis, division accountant, and William Allison, district safety agent, who presented each with a small white ribbon bearing the words "Guest, Ohio Division Safety Committee, December 16, 1920, No-Accident Campaign Dinner."

The decorative plan, while simple, was very effective. The big blue, white and gold pennant, which we received, was conspicuously displayed in the dining room, where it could be seen by all. It could not help but bring to mind that perhaps at least ONE life had been saved and considerable suffering to fellow employes averted, through the efforts displayed during the Campaign; also the thought that SAFETY should stand first in every employe's mind, not only during any particular campaign, but then, now and always.

The dinner was excellent. Red, pink and white carnations were given as favors. An orchestra played at intervals during the dinner until time for the speeches. The various speakers were at their best.

OUR superintendent, R. W. Brown, acting as toastmaster, after coffee and cigars had been passed, gave a few preliminary remarks on the "No-Accident Campaign" and benefits derived therefrom. He thanked all for the cooperation which made the winning possible. He read a telegram from Vice-President C. W. Galloway, expressing his regret at being unable to attend, and spoke of several others who had expressed their regret at their inability to attend.

The first speaker was Mayor Story, of Chillicothe, whose father was the first paymaster of the old M. & C. (Marietta and Cincinnati) Railroad. Mayor Story gave a pleasing talk on cooperation and teamwork.

Many favorable comments were made on the vocal solo, "Whispering," rendered by Miss Bertha Streitenberger, stenographer to chief clerk to superintendent, and also on the accompaniment, by Miss Edith Woodall, stenographer to division engineer.

Superintendent of Safety John T. Broderick was the next speaker. He began by calling for three standing cheers and a tiger for the Ohio Division, which was heartily given. He gave an interesting talk on the object of the "No-Accident Campaign."

H. H. Bennett, editor of one of the daily papers in Chillicothe, and who is an ex-railroad man, was the next on the list. He gave a talk on early railroading and of the changed conditions, making the remark that the only Safety law (and this was unwritten) which they had during his railroad career was, "In case of an accident, if you have time, JUMP." He also spoke of the decided decrease in accidents now as compared with that time.

Colonel Richard Enderlin, president of the Carbondale Coal Company, the only medal of honor (presented by the Government) man in Ross County, next gave a very humorous talk on experiences with railroads, keeping all present in a continuous roar of laughter.

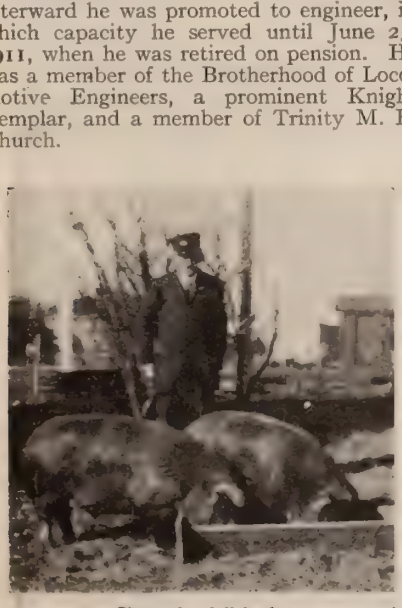
Superintendent R. B. Mann, Toledo Division (the winner of the pennant last year and our nearest competitor in this race on the Western Lines), in his talk brought congratulations on our success.

H. L. Denton, general superintendent Police Department, congratulated us on the winning of the pennant and remarked that the police should and would have been winner among the departments if it had not been for one of his men disobeying orders and coming out from under cover and getting himself shot, thereby putting his department second.

This ended the speaking program and the enjoyable evening closed with the singing of the "Star-Spangled Banner" by all present.

Joseph J. Hill

After having passed his 75th milestone, Joseph J. Hill, former engineer, ended his run at his final terminal in life when he fell into everlasting sleep on Sunday, December 26. Mr. Hill was one of the oldest engineers on the Ohio Division, having retired from service many years ago. He was born at Frankfort, Ohio, on August 10, 1845. In 1870 he married Miss Elizabeth Milligan, whose death occurred two years ago. On August 15, 1872, he entered the service of the Baltimore and Ohio as fireman. Shortly afterward he was promoted to engineer, in which capacity he served until June 25, 1911, when he was retired on pension. He was a member of the Brotherhood of Locomotive Engineers, a prominent Knight Templar, and a member of Trinity M. E. Church.



Signs of a full larder



Some Illinois Division employes (see note)

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*

The accompanying photograph is of Agent J. V. Huffington, Holton, Indiana, with his two hogs. These hogs weighed on an average of 403 pounds each, two days after this was taken. Mr. Huffington believes in having a well filled larder—and so do we who envy him. Sausage, ham, bacon, lard, pigs' feet! Yum! Yum! We're coming around some day this winter.

Illinois Division

Correspondent, Omer T. Goff, *Secretary to Superintendent*

In the accompanying group of four pictures are: With yard engine No. 1559, Switchmen George Batchelor and W. E. Catt, Foreman P. E. Rice, and, at top, Fireman C. Traylor and Engineer "Mike" Toohey; with yard engine No. 2513, Engineer J. C. Reed, Switchmen G. A. Smith and F. C. Berry, Fireman J. E. Gilley, Patrolman Franklin; group of four, Engine Herder H. O. Pipher, Second Trick Operator M. F. Weshinskey, General Yardmaster R. C. Davis and Chief Yard Clerk G. I. Pride; group of three, Illinois Division Trainmaster K. S. Pritchett, Master Mechanic E. J. McSweeney and General Yardmaster R. C. Davis.

General Freight Office

Correspondent, Francis Piglosky

C. W. Browder, our star performer on the General Office Bowling Team, will be greatly missed, having been appointed division freight agent, Kansas City, Mo., effective January 1. Our cheer leader, F. G. Stebbins, formerly division freight agent at Kansas City, will likewise be sorely missed, having been moved to Dallas, Texas, where he will represent the Baltimore and Ohio as division freight agent.

Mr. Stebbins honored us with his presence for one day on his way from Kansas City to Dallas. We always enjoy his company and while we had no "drapery" to show him on that occasion we hope to have something to please him on his next visit.

Our bowling engagements with East St. Louis have netted us a series of defeats; however, now that Mr. Haack has been relieved of his arduous duties, Mr. Bradley resuming his old stride, and an application of whitewash having been applied to Mr. Bollman's bowling shoes, highly favorable results are anticipated during future engagements, particularly in view of Mr. Cannon's disinclination to prolong arguments and the securing of much needed sleep that was lost during the various holiday festivities in which he participated.

Can Mr. Bollman explain the disappearance of the pretty calendar that once hung in his office, or is Mr. Fry more capable?

Miss Frances wants to know if C. W. Browder hasn't forgotten something. (Say it with ——.)

Solved: How some of the young men in the office catch colds. Standing in the back yard too long with their girls. Is she still mad, "Bob"?

East Dayton, Ohio

Correspondent, Edward Mannix

Soon Spring will be with us. Already our general foreman, W. A. Gilmore, is getting ready to brighten up the shops and roundhouse as is our usual custom.

The writer had the honor of being appointed on the general Safety Committee, and the first meeting that he attended left an impression upon him of the great and noble work being accomplished by the committee. It will be the aim of the committeemen not to stop their work until every man here becomes a "Knight of Safety First."

A great many of the boys at the shops had the opportunity of going home for the holidays. All have returned, after enjoying the season with their loved ones, finding everyone happy, and enjoying the blessings of good health.

It is with sorrow that we learned of the death of the mother of Horace Bethel, our air inspector, third shift. Her death occurred recently at Louisville, Ky., after 70 years of a good and useful life.

The accompanying photograph is of train and engine crew. Reading from left to right: Conductor McCarthy, Switchman Brown, Switchman Harr, Engineer S. J. Cook and Fireman Crepsl. Engineer Cook is the oldest engineer in service on the Toledo Division, having been with the Company for 56 years and still running an engine.



Oldest engineer on division, and his crew

Guaranteed 20 Years



ONLY $1.00 DOWN

Send coupon with $1.00 for this Wonder Pure Aluminum Set. Extra heavy weight 99.4% pure aluminum. Absolutely guaranteed. Seamless, sanitary, easy to clean. *Guaranteed for 20 years.* It will not flake, chip, peel or corrode—heats quickly and evenly and saves fuel. All pieces except the pie plates and bread pans are buffed and polished to mirror-like brilliancy. Shipped direct to you for 30 days trial on our special offer. The only way to appreciate this wonderful bargain is to see and use this set. Let us ship it to you right away. Only $1.00 down—then $2.50 per month—total price $21.85. Send coupon now.

This Wonder Set consists of:—1½ quart **extra heavy paneled rice boiler** (3 pieces); 6 quart **extra heavy paneled tea kettle** (2 pieces) with flat metal "stay-placed" handle and cocobolo finished metal tipped grip; **9 cup percolator** (4 pieces). Has welded spout and cocobolo grip handle; 3 quart **extra heavy, lipped** sauce pan; 4 quart covered convex sauce pot (2 pieces), **extra heavy, buffed** and **polished.** Has "stay-placed" handle and cocobolo finished grip; 1 quart lipped sauce pan, **extra heavy gauge, rimmed edge.** 2, 9-inch seamless pie plates; 2, 9½-inch seamless bread pans with rounded corners; 10½-inch **extra heavy lipped fry pan** with rimmed edge; and our special **9 piece combination Roaster Set.** This wonderful combination set gives you practically every utensil needed to do your cooking, roasting, baking and frying. While it consists of 9 actual pieces, these pieces are so formed and fitted that they may be converted into the following utensils: A self-basting roaster, a double boiler; cereal cooker or triple steamer; an egg poacher that poaches 5 eggs at one time; a muffin pan biscuit baker with 5 custard or jelly moulds; a bread or bake pan; a pudding pan; a mixing bowl; and a stew pan. The entire set consists of 27 actual pieces. Shipping weight about 15 pounds. Order by No. A-121. Send for this set today.

L. FISH FURNITURE CO., Dept. 5252 Chicago

Enclosed is $1.00. Send me your Wonder Aluminum Set No. A-121 on 30 days' free trial. If satisfied I will pay the balance at $2.50 per month. If not, I will return the set to you and you will immediately refund my $1.00 and freight charges both ways.

No. A-121—$1.00 down, $2.50 per month. Complete price $21.85

Name .....

Address .....

Post Office ..... State .....

If you only want Furniture, Rug, Stove, Phonograph, Watch and General Household Catalog, put X in box ☐

Send Coupon

Don't miss out on this big bargain. Don't put off sending for this Wonder set at this very low price. Make your kitchen work a pleasure. Send this coupon now—today!

L. FISH FURNITURE CO. EST. 1858

Money Back If Not Satisfied

30 days' free trial in your own kitchen. If satisfied pay balance at only $2.50 per month. If not, return to us and we will refund your $1 and freight charges both ways.

L. Fish Furniture Co.
Dept. 5252 CHICAGO

Our 21 Jewel SMASHES PRICES



Look!

21 Ruby and Sapphire Jewels—
Adjusted to the second—
Adjusted to temperature—
Adjusted to isochronism—
Adjusted to positions—
25-year gold strata case—
Genuine Montgomery Railroad Dial—
New Ideas in Thin Cases.

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And all of this for $5.00—only $5.00 per month—a great reduction in watch prices yes, "bed rock-bottom price"—the lowest price at which the Burlington is sold. Think of the high grade, guaranteed watch we offer here at such a remarkable price. And if you wish, you may pay this price at the rate of $5.00 a month. Indeed, the days of exorbitant watch prices have passed. Write now.

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Practically every vessel in the U. S. Navy has many Burlington watches aboard. Some have over 100 Burlingtons. The victory of the Burlington among the men in the U. S. Navy is testimony of Burlington superiority.

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Get the Burlington Watch Book by sending this coupon now. You will know a lot more about watch buying when you read it. You will be able to "steer clear" of over-priced watches which are no better. Send the coupon today for the watch book and our offer

Burlington Watch Company
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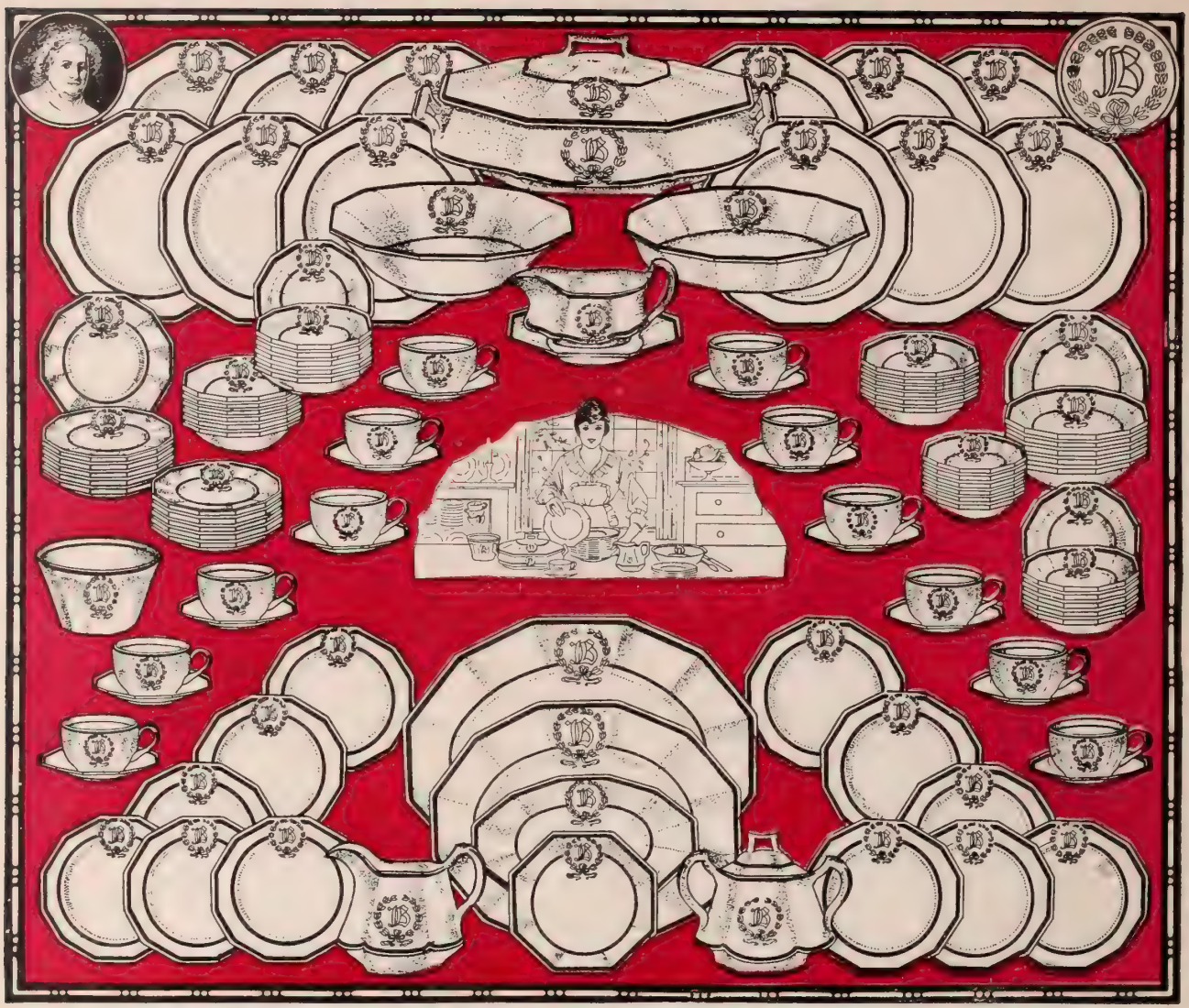
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$1 Brings This Gold Decorated 110-piece Martha Washington Dinner Set

IMPORTANT! Every piece in this set is guaranteed to be of **first quality.** Replacement pieces can be purchased from us for three years, as this is an "open" pattern. **Ask any house if they will give such a guarantee.**

Only $1 and we ship this superb Dinner Set—yours to use for 30 days before you decide whether to keep or return it at our expense. Artistically shaped, snowy white dishes with glistening gold decoration, and your initial in gold surrounded by a wreath in gold on each piece. Of course you will be astonished at our bargain price. We guarantee that nowhere can these dishes be bought for less. You must actually see and use these dishes to realize what beauties they are.

With Your Initial Monogram in Gold



Complete in every feature. This superb gold decorated set comprises 12 dinner plates, 9 in.; 12 breakfast plates, 7 in.; 12 soup plates, 7¾ in.; 12 cups; 12 saucers; 12 cereal dishes, 6 in.; 12 individual bread and butter plates, 6¼ in.; 12 sauce dishes; 1 platter, 13½ in.; 1 platter, 11¾ in.; 1 celery dish, 8¾ in.; 1 sauce boat tray, 7¾ in.; 1 butter plate, 6 in.; 1 vegetable dish, 10½ in., with lid (2 pieces); 1 deep bowl, 8¾ in.; 1 oval baker, 9 in.; 1 small deep bowl, 5 in.; 1 gravy boat, 7¼ in.; 1 creamer; 1 sugar bowl with cover (2 pieces). Shipped from Chicago warehouse. Shipping weight about 90 pounds.

Order by No. 327CMA19. Price of complete set of 110 pieces, $34.95. Send only $1 with coupon; balance $3 monthly.

30 Days' Free Trial

Send only the coupon and $1 now and we will send you this complete set of 110 pieces for 30 day' use in your home. If not satisfied, return the set in 30 days and we will return your $1 and pay transportation both ways. If you keep them, pay balance on our easy monthly payment plan. Don't let this offer pass. **We ship immediately.**

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MARCH

Baltimore and Ohio Magazine

1921



Cover by courtesy of The Nation's Business



Guaranteed for Life

$1 Brings this Complete 42-Piece ALUMINUM SET

Here without doubt is the greatest bargain ever made in aluminum ware. See for yourself at our risk. Only $1 now and we ship the complete set—42 pieces—and give you 30 days' free trial. Money back if you don't say that this is the most wonderful aluminum set you ever saw and the most sensational bargain. See offer below. Don't miss this. You risk nothing.

You know how quickly good aluminum ware takes up the heat and gets the cooking done. Then also, it actually safeguards health, because there are no chips and no corrosion or rust to get into the food and irritate the stomach as with iron or enamel ware, and it also beautifies your kitchen.

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This remarkable 42-piece "Longware" Aluminum Set is made from **heavy gauge pressed steel aluminum. Absolutely seamless. Guaranteed for life. Will not crack, corrode, chip or peel.** Set consists of: Nine-piece combination double roaster with 2 outer shells; inside pudding pan; 5 custard cups with perforated pan holder. (Two outer shells make an excellent roaster for chicken, steaks or other meats. Using perforated inset and small pudding pan, it is a combination cooker and steamer. The 3 pans are also used separately as a cake pan, bake dish, pudding pan, etc.) 7-cup coffee percolator with inset (2 pieces); 6-quart preserving kettle; 2 bread pans; 2 pie plates; 1-qt. and 2-qt. lipped sauce pans; 1 ladle; 2 jelly cake pans with loose bottoms (4 pieces); 1 castor set; salt and pepper shakers; toothpick holder and frame (4 pieces); 1 measuring cup; 1 combination funnel (6 pieces); 3 measuring spoons; 1 strainer; 1 sugar shaker; 1 doughnut cutter; 1 cake turner; 1 lemon juice extractor. Shipped from Chicago warehouse.

Order No. 415CMA19. Complete Set, Pay $1 now. Balance $1.50 monthly. Bargain Price, $14.85

Send the Coupon NOW

This complete, guaranteed 42-piece Pure Aluminium Set, yours at our bargain price and only $1.00 to send now. Only a few cents a day pays the balance. If you don't find this set everything we claim, send it back after 30 days' use and we will refund your dollar and pay transportation both ways. And remember **we guarantee this set for life.** If at any time it corrodes, cracks or chips, you get all your money back for the asking.

Very important: Immediate shipment assured upon receipt of your order. No waiting—no delays.

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Adjusted to Temperature
Adjusted to Isochronism
Adjusted to Positions
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Montgomery Railroad Dial
New Ideas in Thin Cases

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Only $5.00 a Month



The Burlington

The Watchmakers' Masterpiece

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Practically every vessel in the U. S. Navy has many Burlington watches aboard. Some have over 100 Burlingtons. The victory of the Burlington among the men in the U. S. Navy is testimony to Burlington superiority.

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Knew Where They Were

"I'll give you five dollars a day spot cash," said the farmer to the tramp who had stopped to beg a meal, "if you'll help me dig potatoes. We'll begin right now," he pointed at the big field, "because I'm afraid the frost will get them."

"No," yawned the tramp. "You'd better dig 'em. You planted 'em, and you know just where they are."—*Thermoid News.*

At a big railway station a four year old youngster wonderingly watched the man step out on the balcony and call the stations of the outgoing train through a megaphone. When the announcer finished and resumed his seat the youngster pulled at his mother's hand "Oh, mama," he said, "ask the man to sing another song!"

Safety First

Pat was employed by a subway company. As he was leaving the house his wife said: "Do moind yez don't git hurt, Pat, it's so dangerous working in that subway." "That's all right, Biddy," Pat replied. "I borrowed two dollars from the foreman and he won't let me do dangerous work any more."

One Advantage

"Why do you feed every tramp who comes along? They never do any work for you."

"No," said his wife, "but it is quite a satisfaction to see a man eat a meal without finding fault with the cooking."—Philadelphia *Watchman Examiner.*

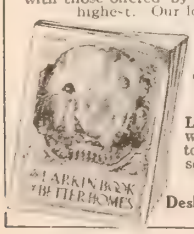


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Why Women Should Vote

He: "Of course women should vote. They deserve suffrage as much as men—more, because their minds are purer and cleaner."

She: "Of course their minds are cleaner, but how do you know that?"

He: "Because they change them so much oftener."—*London Opinion.*

On mules we find two legs behind
And two we find before;
We stand behind before we find
What the two behind be for!
—*Lafayette Lyre.*

Speaking of Speedy Nags

(*From a Canadian Publication*)

"Horses?" said the American. "Guess you can't tell me about horses. I had an old mare, Malzypop, who once licked our best express by a couple of miles on a 30 mile run."

"That's nothing," said the Canadian. "I was out on my farm one day, about 50 miles from the house, when a frightful storm came up. I turned the pony's head for home and do you know he raced the storm so close for the first ten miles that I didn't feel a drop, while my old dog, only ten yards behind, had to swim the whole distance."

Railroad Man's Knife $1.00



Introduction Offer—Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle will be mailed you for $1.00 and this advertisement. For only 25 cents extra your name and address will be shown on knife. Size 3¼ inches long.

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to promote community of interest and greater efficiency among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request

Advertising

Circulation of the Baltimore and Ohio Magazine is over 35,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. We do not guarantee the advertising, but an examination of our columns will show that it conforms to the highest standards. We believe that anything purchased through our advertising will be exactly as represented

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Nickel No Good

A little girl walked into a confectionery at Pendleton, placed a nickel on the counter and called for an ice cream cone.

"Ice cream cones are 7 cents, little girl," the fizz clerk announced.

"Well, then gimme a soda pop."

"Six cents."

"Got any root beer?"

"Yep, 6 cents, too."

The little girl sighed disappointedly and started out, leaving her nickel on the counter.

"Here, little girl, you're leaving your nickel," the clerk called to her.

"Oh, that's all right," the child shouted back. "It's no good to me—it won't buy anything!"—*Exchange.*

Rightly Named

Aunt Liza's former mistress was talking to her one morning, when suddenly she discovered a little pickaninny standing shyly behind his mother's skirts. "Is this your little boy, Aunt Liza?" she asked.

"Yes, miss, dat's Prescription."

"Goodness, what a funny name, auntie, for a child! How in the world did you happen to call him that?"

"Ah simply calls him dat becuz Ah has sech hahd wuk gettin' him filled."—*Success.*

—

Mr. Tarzan Jones was sitting down to breakfast one morning when he was astounded to see in the paper an announcement of his death.

He rang up friend Howard Smith at once. "Halloa, Smith!" he said, "Have you seen the announcement of my death in the paper?"

"Yes," replied Smith. "Where are you speaking from?"—*London Weekly Telegraph.*



"I say, Old Bean, was Klingle at the Club last night?"
"Yes."
"Was Schlick with him?"
"He was?"
"Awfully sorry to bother you, Old Top, but was I with them?"

That Dreadful Publicity

A certain young man entered a newspaper office recently. "I was intensely shocked," he said, "to read in your paper a notice of my engagement. I cannot tell you how shocked I was. I was positively chagrined. My fiancee was positively chagrined. We were all chagrined. How much for 50 copies of the paper?"—*Exchange.*

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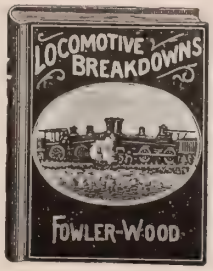
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A practical work containing examination questions and answers on the E T Equipment. Covering what the E T Brake is. How it should be operated. What to do when defective. Not a question can be asked of the engineman up for promotion on either the No. 5 or No. 6 E T Equipment that is not asked and answered in the book. If you want to thoroughly understand the E T equipment get a copy of this book. It covers every detail. Makes Air Brake troubles and examination easy. Fully illustrated with colored plates, showing various pressures. $2.50

Locomotive Breakdowns and Their Remedies. By Geo. L. Fowler.

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If you would thoroughly understand the Walschaert Valve Gear, you should possess a copy of this book. The author divides the subject into four divisions, as follows: I—Analysis of the gear. II—Designing and erection of the gear. III—Advantages of the gear. IV—Questions and answers relating to the Walschaert Valve Gear. This book is specially valuable to those preparing for promotion. Third edition, revised and enlarged. 245 pages, fully illustrated. Cloth. $2.50

Air Brake Catechism. By Robert H. Blackall.

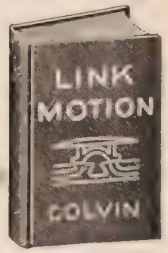
This book is a standard text book. It is the only practical and complete work published. Treats on the equipment manufactured by the Westinghouse Air Brake Company, including the E T Locomotive Brake Equipment, the K (Quick Service) Triple Valve for freight service; the L High Speed Triple Valve; the P-C Passenger Brake Equipment, and the Cross Compound Pump. The operation of all parts of the apparatus is explained in detail and a practical way of locating their peculiarities and remedying their defects is given. Endorsed and used by air brake instructors and examiners on nearly every railroad in the United States. Twenty-seventh edition. 411 pages, fully illustrated with folding plates and diagrams. New edition. $2.50

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The Baltimore and Ohio Magazine
Mount Royal Station Baltimore, Maryland

EASTER LILIES

By Margaret Talbott Stevens

Associate Editor, Baltimore and Ohio Magazine

The swarthy vender of many a luscious sweet,
Trundling his push-cart down a narrow street,
Came calling out his wares one winter's day—
Not fruits or candies, wrapped in colors gay—
But packages, all brown and bursting out,
That in the push-cart bumped and rolled about,
And like the grab-bags which the children buy,
Each seemed to say, "Come guess now, what am I?"

A bright-eyed maiden, pausing by the way,
Asked of the swarthy man in kerchief gay:
"What have you in those packets, bulged and brown,
Some new-made candies that you bring to town?"
The push-cart man, with teeth all pearly white,
First bowing to the left and then to right,
Doffed his worn cap, and with a practised smile,
Posed there before his cart, Venetian style.

"Leetla brown bulb for lady, fresha, sweet,
To planta in da window, near da street,
Lika da earth now—brown an' lumpy, some—
But mak' da lily when da Springtime come."
'Twas then the little maid thought of a plan—
"Have you one for a penny, Push-cart Man?"
The deal was made; a little ball of brown
Was tucked into the pocket of her gown.

Time crept along and soon 'twas Easter Day,
And "Christ is Risen!" all earth seemed to say
As through a chapel window sunbeams bright
Shone on a little maiden, clothed in white.
All 'round about the altar Easter flowers,
With fragrance hung in festoons, wreaths and bowers;
And first among the garlands white and fair,
One lily's perfume filled the morning air.

And had there been no other bloom to grace
The beauty of the altar, in its place
This one pure blossom, without song or word,
Had told the story of the risen Lord.
And, save for one of all who worshiped there,
None dreamed that such a lily, wondrous fair,
Had sprung from bulb as brown and dark as night,
Sold by a push-cart man with kerchief bright.

For 'twas a little maid with golden hair
Who nursed the brown bulb with her loving care
Until the first white shoots came peeping through;
Then watered it and gave it sunlight, too,
Until at last there came a glorious day
When all the scales and brown scars fell away,
Revealing there a lily, fragrant, white,
An Easter offering, glorious in His sight.

And thus it seems, that underneath the brown
Of many a human crust of scowl and frown,
Like Easter bulb, built on the selfsame plan—
Belonging to a king or push-cart man—
A human heart stirs, throbs and smoulders there,
Awaiting just a bit of loving care
To make it blossom forth and some time bring
Itself to Christ—an Easter offering.

Getting Business for the Railroad

By Practical Example These Employes Are Helping Bring Prosperity Back to The Baltimore and Ohio

IT is safe to say that every officer and employe of the Baltimore and Ohio, from top to bottom, sincerely regrets the present reduction in forces. We are all workers in a common cause, and the adversity of one of us is felt by all. The necessity for the reduction of forces, however, is as generally admitted as is the regret that it has been made.

The record of cars loaded and received from connections for January of this year as compared with January of last year, shows a decrease of about 25 per cent. In February of this year as compared with February of last year, the decrease was even greater, almost 30 per cent., as may be seen from these figures:

February 1920	February 1921
240,747	168,781

In October, 1920, the record of cars loaded and received from connections was 302,538, which shows that in the short space of four months our business has dropped almost one-half.

The January financial statement for the Baltimore and Ohio showed that we failed to earn our fixed charges for the month by more than $1,000,000. Most of our readers know what a serious situation that indicates.

The empty freight cars for the seven day period ending February 23, numbered 30,000 more than at the end of the preceding seven day period, for all the railroads in the United States.

The figures speak plainly and put the question up to every employe of the Baltimore and Ohio: "What are you going to do about it?"

A good many of our employes have put this question up to themselves seriously, thoughtfully, hopefully, and have answered it in no uncertain way. It is not pleasant to talk about how bad our business is. We would much prefer to think about the good times that are predicted and which we confidently believe are not far off. But that isn't answering the question which the present conditions put up to us. The Railroad needs a surplus of effort from every employe at this time, not only in his own job—in economy and efficiency—but in the outside soliciting which he can do to bring business to our lines.

The easiest way is to say "Let George do it." The other way is to read the cases cited on this and the next pages, of how employes outside our Traffic Department have brought business to the Railroad, and then to go and do likewise.

Chicago Division Veterans Rounding Up New Business

J. M. TRIMBLE, president of the Chicago Division Veterans, has been one of the most active of the presidents of the Veterans' chapters in urging the members of his chapter to get business for the Railroad during this period of subnormal traffic.

Mr. Trimble has sent out the return postal cards furnished for the Veterans by our Traffic Department, on which they are expected to give advance information of any prospective business which can be properly solicited for the Baltimore and Ohio. The replies he has received have been encouraging, some of the Veterans sending in for additional postal cards.

D. D. Kaup, agent at Fostoria, Ohio, wrote Mr. Trimble on February 9 and said in part: "The post card scheme is the best plan to get business that has come along this Road yet and you can rest assured that Fostoria will do its part."

W. P. Allman, agent at Avilla, Ind., wrote Mr. Trimble on February 17 as follows: "I forwarded Division Freight Agent D. E. Sullivan, of Chicago, part No. 2 of Veterans' card covering one car grain received from elevator located on G. R. & I. The Baltimore and Ohio revenue amounted to $128.70. I have another card out and hope to report favorably on it soon."

And the report did come soon and was favorable, for on February 25, Agent Allman was able to write Mr. Sullivan direct and say:

"Herewith card covering Pennsylvania car 25572—hay, which went forward on train 82 today—to Cincinnati, Ohio, waybill L-24, February 25.

"Delivery on competing road was preferred on this car; car had been ordered on that line and would have been placed at noon today for loading. We had two cars of merchandise at freight house and by expenditure of considerable hard work and time, the clerk and I doubled up the cars, making one heavy merchandise car and securing the load of hay. This was very much appreciated by the shippers—J. M. Carmer Co., Fort Wayne, who agreed to give us some further shipments later."

This is one of the best letters we have yet seen in this System-wide soliciting campaign, for in it, Mr. Allman suggests all of the elements which tend to bring business to the Railroad and keep it there. First, his interest; second, his action in promptly soliciting the business; third, the service that he offered the shipper in order to get the business; fourth, the fact that the shipper was greatly pleased and has promised more business in the future.

If we could multiply the business which Mr. Allman, a single Veteran, has secured, by the many thousand Veterans who can solicit for the Railroad, what a splendid increase we would have. It would not be long before all our locomotives would be in use and the wheels humming merrily in all our shops.

Chance Started But Did Not Finish This Interesting Bit of Solicitation

CHANCE started but did not finish this interesting bit of solicitation which took place in one of the largest cities on our lines, within the last two months. It is related by an employe:

"While lunching with some friends recently, through one of them I met a man who was eating at a neighboring table. I was introduced as an employe of the Baltimore and Ohio and he was immediately interested. He said:

" 'My dad used to work for the Baltimore and Ohio; now he is retired. But I am still interested in the property, and maybe you can do something in this case. The Blank

Company (and he mentioned the name of one of the largest wholesale chemical houses in the city) is sore at the Baltimore and Ohio. They had an unfortunate misunderstanding about the way some of their business was handled and since then you haven't been able to get any of it. They ought to use your Road because their factory is right along your line. Instead they ship over another railroad at considerable inconvenience. Why don't you get after it?"

"I thanked my informant and as soon as I got back to my office, telephoned our division freight agent, and told him the story. Several days later I was gratified to learn from him that the matter had been satisfactorily adjusted between the shipper and the Railroad and that thenceforth we would get the business."

Note in conclusion that the business of this concern means additional revenue to the Baltimore and Ohio of many thousands a year.

Be a Booster for the Baltimore and Ohio

W. P. Cahill
Transportation Representative, Western Lines

LOYALTY on the part of the employes of a corporation is that corporation's one big asset, the real power behind the machine that turns out the commodity, whatever it may be, that is to be sold.

A railroad corporation deals in service, one of the hardest commodities to sell. Is it not desirable then, that employes of a railroad be willing at all times to impress upon the ever critical public that their own particular railroad is the best, the most painstaking, the most regardful of the public's convenience?

The writer was recently traveling from St. Louis to Cincinnati on the Big Four, and during the trip talked with a man who seemed to be especially enthusiastic about "his" railroad, as he called it. Everything he said tended to impress upon the chance listener the fact that "his" railroad was the finest in the country, that he was pleased with his working conditions. He spoke highly of his superiors, and in all, he was an invaluable asset to his company as an advertising medium, this boilermaker of the Big Four, whose home is in Cincinnati.

Again the writer talked with a railroad employe. This time the scene was the Union Station at Toledo. An employe of the Baltimore and Ohio was waiting for his train when I approached him and asked how No. 55 was running; rather grumpily he said, "Forty minutes late." To the question, "Do you think she will make up time between Toledo and Cincinnati," his reply was, "Don't think so, the Baltimore and Ohio never makes up time."

Of course, he misinformed me, for our trains have an enviable reputation for being on time and I know that they often make up time. Of course, also, he was not a typical Baltimore and Ohio man, but an exception, and I hope that his grouch was only temporary. If not, he must be an awful gloom to work with. But he was a well-dressed, intelligent-appearing individual who, from observation, I would say, held a position of responsibility. And yet he was ready with his little hammer to give his Company a reputation for poor service and general disregard for public good, which is entirely false.

I do not attempt to point out a lesson or a moral in this little tale. I have been an employe for the Baltimore and Ohio for 30 years and in all my experience I have found that it measures up to the standard of any other great trunk line in the United States.

I also have learned that it is the spoken opinion of our own employes that largely sways public opinion and trade for or against us. Why not, then, all of us, everywhere, take a lesson from the boilermaker and boost the Baltimore and Ohio at all times!

A Bite from Big Fish

A COUPLE of weeks ago I went into a Baltimore restaurant for lunch and, the place being crowded, I was given a seat at a table with two other men, strangers to me. I could not help hearing a part of their conversation and after learning that one of them was going to Chi-

Springfield Republican, Nationally Known New England Newspaper, Picks Out Baltimore and Ohio Dining Car Service for Favorable Comment

In an editorial, "Food Prices in Various Places," the Springfield (Massachusetts) *Republican*, one of the leading newspapers of the entire country, singles out Baltimore and Ohio Dining Car Service in these pleasing words:

"Among eastern roads the Baltimore and Ohio stands high in the estimation of discriminating travelers for the quality of food served in its dining cars and the kindly courtesy of the attendants. This road handles the heavier part of its passenger traffic west of Washington, but it nevertheless operates 14 trains a day into and out of New York, and 12 of these carry dining cars. It, therefore, comes up to the edge of New England, but not into New England.

"On this road at present a commercial travelers' club luncheon or dinner is served for 75 cents; a Baltimore and Ohio special luncheon or dinner for $1.25. While one can pay $1.35 for fried chicken a la Maryland, one can get plenty of dishes for 65 cents. Among the accessories, coffee costs 20 cents and Maryland corn muffins 10 cents. There is, in short, an ideal combination of a la carte and table d'hote in the same car, and all purses are suited."

Though our Dining Car Department receives thousands of complimentary letters every year, this comment, part of an editorial in a leading newspaper published in territory foreign to our lines, is particularly gratifying.

We know that it will be an incentive to every man connected with this important part of our service to make 1921 excel all past years in the satisfaction it brings to the patrons of our dining cars.

cago that afternoon I waited for a lull in their conversation and said,

"Pardon me, but may I ask on what railroad you will make your trip to Chicago today? I am an employe of the Baltimore and Ohio and would like to have you try our Road."

We talked for the rest of the lunch hour, the men proving to be, one the vice-president, and the other sales manager of one of the largest wholesale drygoods houses in Baltimore. Unfortunately the V. P., who was going to Chicago, had had his reservation made by a traveling companion for that day over the line of our competitor, but he promised me that they would both come back on the Baltimore and Ohio. He also told me that he was going to buy a large number of cattle in Chicago to stock his 2500 acre farm in Virginia, and I gave his name to one of our traffic men to see if we could not get a part or all of this haul.

I can't say that we got a penny of business because of my solicitation, but I feel confident that we got two first class fares from Chicago to Baltimore at least, and that having tried the Baltimore and Ohio, the two travelers will be predisposed to use it again because of the splendid service we are giving. Finally, I am sure that our impromtu conversation helped our Railroad because I unconsciously imparted my conviction to them that we have the service and that we want to prove it to an increasing number of people—*Employe.*

Honorable Mention for Employes White, Foxwell, Davis and Weldin

OUR Traffic Department is hard after our agents and their forces to get business, a good illustration of what is being done being submitted by W. F. Richardson, general freight agent, Baltimore.

Mr. Richardson and G. S. Harlan, division freight agent at Baltimore, had been studying the traffic situation and had decided that one of the best ways to get more business was to appeal direct to the employes under the supervision of the various freight agents, those men who actually handle the shipments of our customers and are in close personal touch with them. Here Mr. Harlan found that he had live wire helpers in Freight Agent White at Wilmington, Del., and some of his men. For the force there took hold in good shape, as will be seen from the following paragraphs of a letter from Mr. White to Mr. Harlan, dated January 31:

"Warehouse Foreman Foxwell secured a shipment Saturday last from the Blank Company, going to St. Louis, and weighing 3,500 pounds, by taking up with the shipping clerk and advising him that we would have a direct through car and give him quick service."

"O. S. & D. Clerk Davis, being closely connected with an employe who has to do with the routing of freight for the Blank Company (one of the largest shippers in Wilmington), has secured advance information on several occasions of shipments that are to be made by this firm so that proper solicitation can be made. This has resulted in our securing some business that we might not have secured."

"Rate Clerk Weldin secured a shipment of 20,000 pounds on Saturday last, that would have moved from Wilmington via another line, had this clerk not been on the alert and advised shippers, the Blank Company, that they could save by using our line. They had already forwarded one load of this freight to a competing railroad, but the balance went Baltimore and Ohio."

Mr. Receiving Clerk, Mr. Checker, Mr. Gang Foreman on the Platform —are you letting similar opportunities slip by? It isn't hard to get the business once you make the effort. And your friends and acquaintances will thank you for introducing them to the Baltimore and Ohio.

Poetry Helps Economy Drive at Connellsville

Master Mechanic Long, Connellsville Division, advised a committee of employes that they had exceeded the material allowance at Connellsville some $9,000. One of the employes posted the following on the bulletin board:

"AN EXCESS OF NINE THOUSAND DOLLARS, LET US REDUCE IT TO NOTHING"

If you are in need of a nut or two
An engine to repair,
Please use reclaimed material
And treat the Company square.

When you jack up an engine
A spring hanger to replace,
Please try to use a reclaimed one;
Save the Railroad that much waste.

When taking out a cotter pin,
Don't throw it on the floor,
But use the old one over again,
Then you won't have to draw any more.

When you cut down an old front end,
Don't hide the main rod key,
'Twould mean the cost of a new one,
As you can plainly see.

When you have use for a hammer,
Don't use your monkey wrench instead;
These tools cost the Company money,
Costs drop when we use our heads.

Our watchword now is "SAVE"—
We will try to do our bit,
And reduce that nine thousand excess
So our shop will make a hit.

Got a Nice Home Through Relief Department

BRUNSWICK, MD., December 29, 1920

MR. W. J. DUDLEY,
Superintendent Relief Dep't,
Baltimore, Maryland.

Dear Sir—I acknowledge receipt of papers received from you December 16. I wish to extend my sincere thanks to the Relief Department for the many favors they showed in my transactions with them and must say that I don't know of any better way for a railroad man to acquire a home than through the Relief Department of The Baltimore and Ohio Railroad Company. I have a very nice home now and thank the Relief Department for it.

Wishing you all a very happy and prosperous New Year.

(Signed) WILLIAM H. BURKHOLDER,
Assistant Foreman.

The Man Who Waited

By Frank Kavanaugh

BILLY SIMMONS hit Merced, dirty, ragged and generally "out at the heels." But the Transcontinental was short of men then, and he was hired. With 20 stock trains being rushed East daily to accommodate the herds that were fleeing from the drouth, almost anyone who was experienced could get a place on the extra board.

Fennessey, the conductor who caught Simmons on that individual's first call, chased up to the yardmaster's office and cornered Lon McClendon, who had the handling of the extra men.

"What sort of a d—d freak have you got me for a brakeman?" the conductor demanded. "I've sailed with all sorts of boomers in my days here, but it's a cinch this bird beats all of them!"

"He'll do for a trip or two, Fennessey," McClendon said, quietly. "I've never heard of you kicking a man when he was down—give this kid a chance. If you think he's carrying disease in those ragged clothes of his, lend him a suit. Anyhow, you try him out."

Fennessey left the office grumbling, went to the telegraph office after orders and a few minutes later waved his engineer a "high-ball" as the caboose rattled over the last yard switch.

McClendon heard nothing from Fennessey or his ragged brakeman for a month. They were working, he knew, but the conductor had not mentioned any faults he had to find. It was not until the cattle rush had subsided and the extra board was being "cut" that Fennessey visited the yard office again.

"About Simmons, that extra brakeman," Fennessey began, but McClendon interrupted him.

"We'll cut the extra board Monday, and that'll probably let him out," McClendon said, "and you'll—"

"But, Mac," Fennessey said, "that's what I wanted to see you about. That kid's all to the good, and if he's cut off I'll feel like quitting myself."

"Made good, eh?"

"With a vengeance."

"We'll see what we can do, Fennessey," McClendon said. "Lots of these extra men will lope out as soon as the extra board's cut, and if Simmons will stay around it's ten chances to one that he'll stick."

Simmons, his appearance but slightly improved by a new suit of clothes, "stuck." He fought the extra board for a year, got a regular run and eventually was given the privilege of fighting the conductor's extra board. He was averaging three trips a week when he met Miss Finley, the "old man's" chief clerk. Simmons had been called upon the carpet and had come into the office awkwardly, feeling very much out of place. Miss Finley greeted him with a smile and asked his business. He told her.

"That has been settled," she said. "It was about that delay to No. 7 the other night. Apparently you were at fault for not heading in the switch at Overbrook instead of pulling through and backing in up the hill. However, we've had a report from the section foreman saying he had spiked down the switch points because of a loose frog and that exonerates you. So after all you will not have to appear and explain."

"Thank you, ma'am," Simmons said. Miss Finley turned to her desk, but the conductor did not move. She worked a moment and then turned to him.

"Is there anything I can do for you, Mr. Simmons?" she asked.

Simmons, who, a month before had entered a box car alone and ejected therefrom a gang of tramps who were riding, felt he had not the courage to go through with it.

"I—I—I—" He blushed through a coat of sunburn. "If we could be introduced—socially, you understand—do you suppose you would let me call on you some evening?"

"Why Mr. Simmons!" Miss Finley was past the giggling age, but she smiled. "Do you really want to call on me? Why?" The last word was shot at him suddenly. Miss Finley had heard her superior shoot the same question at an erring employe.

"I'd like to call," he said simply. Miss Finley laughed.

"Well, Mr. Simmons, since we are fellow employes in a manner, you can call on me next Sunday afternoon, say five o'clock. I'll make you some doughnuts, and my mother will do the rest of the cooking. I'm not as conventional as I once was, or, rather, I'm not a slave to conventions, for I'm nearly 26 years of age and have supported my mother since I was 18. I like your frankness and mother and I will be glad to have you call—Sunday at five o'clock."

Saturday afternoon, as soon as he had turned in his waybills, Simmons treked up town, visited the savings bank and afterward a clothing store. Sunday morning he wore a new suit of clothes.

Miss Finley's doughnuts may have been extra good and the rest of the cooking equal to them, for Simmons visited the little home once a week during that summer. If he wasn't busy during the daytime he visited the mother while Miss Finley worked and appeared to enjoy it just the same. Those who watched speculated on whether it was the girl or the mother Simmons was after. Then, all at once the conductor stopped his visits, neglected to put on his fine clothes, and the neighbors wondered.

"It is no use," Miss Finley had told him, one day as they sat on the porch of her home. "I've passed many chances to marry, sometimes because I did not care enough for the man; sometimes because he had faults I could not condone. I like you, but what would a marriage with you lead to? You are an extra freight conductor. While I work I will make as much as you do; so what is the use of changing?"

"I may be promoted."

"You may be. Why not wait?"

"I will wait. I waited 10 years once to get even with a man. I can wait 10 years for you."

The dull season hit the Transcontinental. One week Simmons caught one run; the week after his name stood at the top of the extra board and he got nothing. The week following he caught one trip and then fell to the bottom of the board. He left town on an extra and was gone three days, coming in just about the time he was due to be called. All summer he did the same thing. Some said he wired McClendon from points down the road asking how many times he was out, and came in when his turn was near. But whether this was true or not, the fact remained that he never stayed in town when there was no chance of his being called. One day upon his return from a trip he met Miss Finley as she was leaving the office at the close of the day.

"Where have you been?" she asked.

"Out chasing a thing called promotion," he replied.

She smiled and went on.

Autumn came and with it a slight increase in traffic. There weren't any promotions, however, but Simmons worked almost regularly, so regularly, in fact, that he had no time for the mysterious trips up and down the road.

One day a special was scheduled to come over on an inspection trip. As soon as he heard of it, Simmons called on McClendon.

"Mac," he said, "who catches the special out from here west?"

McClendon looked at the extra list and said, "She'll come in after 40. You'll catch the 40 out of here and Richardson's next. He'll catch the special. There isn't a passenger man here to get it."

"If it's all right with Richardson, can we trade?"

"Sure. But what's the big idea? I know Richardson would sooner ride a caboose than that special. There's a lot of big brass collars on it, and they'll rawhide the conscience off a man."

"I'll see Richardson," Simmons said, as he went out.

Richardson gladly traded. The through freight run was nothing compared with the special. A little bobble and all the big men of the road would see it. He pondered over Simmon's sanity and took the 40 west.

Simmons arrived, clad in a natty uniform, clean shaven and erect. He waited with proper dignity until the leading man of the party expressed a desire to leave town. Then he swung onto the car ahead of the observation car and—carefully washed his hands!

Twenty minutes later the special "took the hole" at a blind siding for a regular passenger train. Simmons closed the switch behind his train and placed a step so that any member of the observation car might come down to stretch his legs. The leader of the party chose to do so. He stood near Simmons and looked across the prairie to where the smoke of a locomotive on another road appeared.

"That is the G. S. & I., is it not?" he asked Simmons.

"The Coalville Branch, sir," he replied. "The branch taps the coal fields."

"They get all that haul, then?"

"Yes, sir. They have an agent at the crossing, about two miles from here, too, and they get a lot of the grain tonnage of this vicinity. Our nearest agent is at Walker, five miles distant. Last year they got more than 200 cars, while we got but 40."

"Hm-m!" The big man looked sidewise at Simmons.

"How far the other way is it to one of our 'live' stations?"

"Six miles. We get the long hauls from there, but the G. S. & I. has a station three miles from there across the prairie. Farmers during the threshing season have to go there for their coal and they haul a great deal of the grain there, too. They doubled our tonnage last season."

The appearance of the regular train stopped the conversation and the big man climbed aboard. It was four hours later before another chance came. They were inspecting the station property at a small city.

Simmons took time from the train to send a message to Miss Finley:

> "Not certain whether I am two or four hours from the station called Promotion."

The big men walked over the yards and property of the company with the local officials. One of the party stopped a moment to watch a new factory in the course of erection.

"What's that?" he asked one of the local men.

"Cement factory."

"That'll mean quite a lot of freight. What percentage will the Transcontinental get?"

"I don't know, sir," the local man replied. "We've got most of their machinery haul. The Midland, however, is building a switch into the factory and they'll get a share of the cement haul, of course."

"How many cars a month will the output amount to?"

"I do not know, sir."

"Their initial output will be about 300 cars a month," Simmons volunteered. One of the big men spoke sharply:

"What do you know about their affairs?"

"Mr. Brumbach, the local manager, is an acquaintance of mine."

"He's here now?"

"Yes, sir; if you care to come over I will introduce you."

Simmons had the lead and saw to it that he led the big man into the office. He was mentally compiling another telegram to Miss Finley.

"Mister Brumbach, meet the general manager of the Transcontinental—"



The ragged brakeman was making good

Before the words were well out of his mouth his mind had framed the telegram. He fell back and let the conversation pass him. His thoughts were back in Merced.

"—this would have led to our having to place a track to the quarry to bring up the stone and then another track on which to load the cement, but Mr. Simmons came by one day and suggested the present arrangement. It saves a lot of labor and makes for efficiency, so of course we have a soft spot in our hearts for the Transcontinental—"

It was Brumbach, the cement factory manager, talking. Simmons, who had the telegram well condensed by this time, strolled out in the direction of the place his train was standing. It was not until the train was well on its way that the big man sent for him.

"How long have you worked for the Transcontinental?"

"Six years."

"Where were you before that?"

"For two years before that I served in the State Penitentiary of an eastern state."

The big man started. Simmons continued:

"I had waited for 10 years for revenge on one man. He was my stepfather. He mistreated my mother. The day I left college I caught him beating her. I knocked him down. His head hit on the edge of a door. A week later he died. I served my term."

"H'm. For what purpose did you make it a point to become acquainted with the affairs of the shippers of the Transcontinental?"

"I waited 10 years for revenge. I have been waiting for something else, and am taking the quickest way to it."

"What?"

"A woman."

"I see—and she does not want a man who is not successful?"

"Exactly. Her salary at present equals mine."

"You'll start in the traffic department at very little more."

"I know it. But I have reason to suspect that if several hundred of your best shippers prove to be friends of mine my salary will be increased."

"I think so. You'll hear from me soon."

"Thank you, sir."

At a little station a few miles down the road, while the big men were inspecting the road's property, Simmons went into the telegraph office. The young man at the telegraph key looked up inquiringly.

"How soon you fellows going to get out?" he asked. "Dispatcher says you can get through as second section of No. 3 if you'll be here 20 minutes longer."

"I don't know when we'll get out," Simmons replied. "Say," he added, "can you send a period and a question mark by telegraph?"

"Certainly," the operator assured him.

Simmons wrote a few words on a sheet of paper and handed it over. "Send this then: 'Got it. Say when.'"

The conductor watched the operator as he called the "old man's" office at Merced, and sent the message. Then the telegraph man closed his key and held it for several seconds. Back clicked a few dots and dashes. With a quick movement he closed the key, grasped a piece of paper and wrote the message which came in reply:

"When you get in."

G. D. Brooke Wins First Prize in "Railway Age" Essay Contest—D. F. Stevens Gets Honorable Mention

UNDER the caption "How to Increase the Average Loading of Cars—Pertinent Suggestions from Railway Officers Who Have Given This Subject Close Study," the *Railway Age* of January 28 says, in part:

"Maximum car loading is a matter of dire necessity during periods of car shortage. It is also an essential to the economical conduct of transportation. Although the necessity for conserving cars has been temporarily decreased, the requirement of economy is now more imperative than at any time in the last 12 months. Therefore, the suggestions offered by railway officers and others who contributed articles in a contest on "Means of Increasing the Average Loading of Cars" should be of distinct value to the railway managements in the herculean efforts which they are now making to conduct the operations of their properties with utmost economy.

The 25 papers received in this contest were referred to a committee of judges consisting of L. W. Baldwin, vice-president, Illinois Central, Chicago; F. T. Bentley, traffic manager, Illinois Steel Company, Chicago, and C. E. Spens, vice-president, Chicago, Burlington & Quincy, Chicago. These judges awarded the first prize to the paper submitted by G. D. Brooke, superintendent of transportation, Baltimore and Ohio, Cincinnati, Ohio, and the second prize to the paper prepared by O. C. Castle, superintendent of transportation, Southern Pacific Lines, Houston, Texas. Other papers received which merit special attention are those submitted by C. F. Balch, assistant general auditor, Chicago and North Western, Chicago; P. W. Coyle, traffic commissioner, St. Louis Chamber of Commerce, St. Louis, Mo.; E. H. Shaughnessy, American Petroleum Institute, New York; C. W. Hoisington, San Francisco, Cal.; J. L. Coss, train dispatcher, Chicago, Rock Island and Pacific, Haileyville, Okla., and D. F. Stevens, division superintendent, Baltimore and Ohio, New Castle, Pa.

We think it significant that the best of the 25 papers submitted in this contest should be the work of our superintendent of transportation, Western Lines, Mr. Brooke, and that the paper of Mr. Stevens, superintendent, New Castle Division, is among the other papers mentioned and printed because of special merit.

Such honors coming to Baltimore and Ohio officers make us all feel proud and more certain than ever of our capable and inspiring leadership. Intelligent and farsighted direction of railroad work is a great incentive to good performance on the part of the rank and file.

The papers of Mr. Brooke and Mr. Stevens follow:

First Prize—Use Large Capacity Cars in Heavy Loading Service

By G. D. Brooke

Superintendent of Transportation, Baltimore and Ohio, Cincinnati, Ohio

It is of prime importance that the marked capacity of each car be the highest consistent with the requirements of safe operation. General practice permits the loading of cars 10 per cent. in excess of the marked capacity. There are great possibilities in the utilization of this margin, for with many classes of loading advantage can be taken of it to gain one car in ten and to increase the average carload correspondingly.

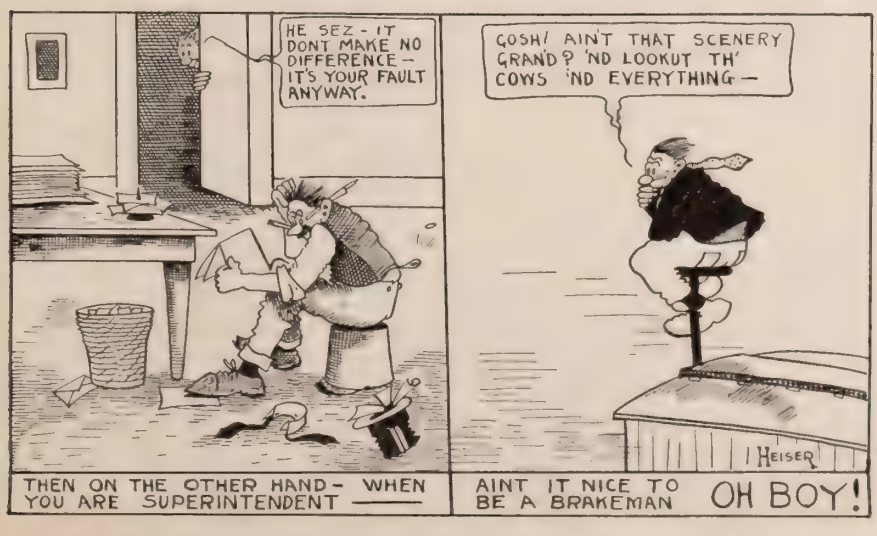
With the cars properly rated the next step towards increasing the average loading is to distribute the equipment so that cars of high capacity will be used for long haul traffic and where practicable loaded in both directions. If we can add to these two conditions of service, that of

prompt loading and unloading, a maximum efficiency will be obtained. A familiar example of such utilization is the placing of high capacity coal cars in the lake coal and ore service. Light capacity coal cars should be used for moving coal from the mines to inland points close by the mining districts. High capacity box cars can be used to good advantage in the long haul movement of heavy commodities, such as grain and lumber, while the light capacity cars are assigned to the movement of light bulk freight, like straw, paper stock, etc., and to short haul business, trap-car loading, inter-terminal movements, package locals and similar service to which are attached inherent delays and slow movements.

Certain kinds of freight are peculiarly adapted to heavy loading both on account of the great weight per unit of volume and the large quantities offered for shipment. Ores, pig iron, mill products, stone, gravel and sand are good examples. With these and other similar freight the problem of maximum loading is simple. With bituminous coal skilful loading is required in order to take advantage to the fullest extent of the cubical capacity of the cars. Coke should be loaded to the full cubical capacity of the car and a generous crown added to compensate for the shaking down of the load when the car is set in motion.

The railroads load a large number of cars daily with their own forces. This loading can be divided broadly into two general classes—company material and commercial l. c. l. freight loaded at freight houses. The former consists both of c. l. and l. c. l. freight and the same general methods of loading are applicable as with commercial business. Commercial l. c. l. freight requires for its movement a very considerable percentage of the available box cars. Taken on the whole it is of light weight and the load of the average l. c. l. car is doubtless considerably under eight tons. This freight is for the most part loaded by the railroads themselves and the opportunities for increasing the car load are many. With proper care in stowing, the loading of merchandise cars to the full cubical capacity of the car should not increase the breakage and other damage and any delays to freight in holding it for full carloads are overcome by through movement when the car is started. When the tonnage for a single destination is not of sufficient volume for a daily car then resort can be had to such expedients as bi-weekly, tri-weekly and other periodic cars, loading cars to two or more destinations and loading on transfer stations. It is important to establish a minimum weight limit for carloads to apply unless the cubical capacity of the car determines the load.

The multiplicity of activities on a great railroad system is such that specialists are often required to direct the efforts of officers and employes in obtaining certain desired results. This applies to increasing the car load. For unless some individual or bureau is charged with the responsibility of keeping the question alive it will be lost sight of from time to time and much progress which has been made will be lost. A bureau consisting of a small office force and two or three traveling inspectors or instructors, in charge of an officer of suitable experience, can accomplish much in increasing the car load. The traveling instructors should visit large shippers and stations, instil and foster interest in heavy loading, assist in instructing employes and offer helpful suggestions regarding methods of loading. The office force should obtain such records as to enable it to compare the monthly performance of the various stations and of industries, including railroad storehouses and other plants where the loading is heavy.



Suitable statements embodying these comparisons when placed in the hands of the superintendent will show him what progress is being made at the stations and industries on his division and will enable him to take steps to correct backward tendencies and to offer encouragement where the showing is good.

The chief duties of the bureau are to maintain interest in the campaign for increased loading, to establish for the several divisions standards adapted to their loading conditions, and to see that the same general methods are used over the system. But the brunt of the campaign must of necessity be borne by the operating and traffic officers, the agents and other employes—the rank and file of the division organization. The superintendent who takes an active interest in the car load will infuse his entire organization with a like interest by discussions at staff meetings, by personal talks with officers and agents and by suitable written instructions. He should not fail to take advantage of the experience and ability of the personnel of the traffic department in dealing with the public, but should lean heavily on that arm of the service in placing the problem before the shippers. The agent has a most important part to play in applying the cars at his station where best adapted to the loading offered, in watching his l. c. l. loading, and in obtaining the cooperation and assistance of the shippers with whom he comes in daily contact. The assistant superintendent, the trainmaster, division engineer, master mechanic, yardmaster, all division officers, have their parts to play in direct supervision, in instruction of their employes and in their relations with the shipping public Thus the concerted efforts of the officers, of a large number of employes and of many shippers are brought to bear on the problem, not to the exclusion of, but in conjunction with the other important phases of efficient transportation, and there can be no results other than the attainment of creditable car loads.

Take Photo Records of Light Loads

By D. F. Stevens

Division Superintendent, Baltimore and Ohio, New Castle, Pa.

The success which any railway division secures in increasing car loading, is largely controlled by the amount of effort that the division superintendent puts into the work, in planning a campaign for his staff, and outlining a policy which is workable and practicable. The methods employed vary

largely with the commodity to be loaded. For example, I have found in the coal fields that a camera is an extremely helpful instrument in increasing the tons per car. My method has been to have a man with a kodak go through the mine districts periodically to take pictures of any cars which do not show full loading. These pictures, with the name of the mine, date and car number written on the face, are shown the mine owner or operator personally or are sent him with a letter. His attention is directed to the empty space in the car, and to the fact that his light loading of the car is depriving him of the additional loading space.

Careful records maintained daily of our ore loading at the docks, making comparison with the loading for the previous month and same month previous year, and placing these figures in the hands of the superintendents of the docks, as well as their superior officers, has resulted in a net gain of approximately 20 per cent.

The two remaining items which I have dealt with have been that of persuading the big industry and the small individual car loader to increase his load per car. Frankly, I have found that the big industry is not only desirous of assisting, but has cooperated even more than I expected.

My staff officers and myself, in going over the division, stop and visit the officers of the industries having charge of this phase of the plant operation, discuss with them the car situation, call to their attention how many more cars are available for their loading by increasing their load per car, and we have asked them to have their salesmen cooperate to the extent of asking their consignees to buy in carload lots. The real hard job in the campaign has been with the men who load two or three cars a week. They have not grasped the idea as quickly as have the big shippers and we have not made the gain with them up to the present time that we have with the big shipper.

Railroads Are Impossibilities

ALEXANDER WELLS, an old citizen of Wellsville, Ohio, has a copy of an interesting and novel document issued by the school board of the town of Lancaster, Ohio, in 1818.

The question of steam railroads was then in its incipient stage, and a club of young men had been formed for the purpose of discussing their value and feasibility. They desired the use of the schoolhouse for purposes of debate. This was looked upon by members of the school board as an innovation bordering upon sacrilege, as indicated by their reply to the request, which is the document in the possession of Mr. Wells. It reads as follows:

"You are welcome to the use of the schoolhouse to debate all proper questions in, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is no work of God about them. If God had designed that his intelligent creatures should travel at the frightful speed of fifteen miles an hour, by steam, he would clearly have foretold it through his holy prophets. It is a device of Satan to lead immortal souls down to hell."—Wheeling *Register*, March 22, 1918.

Reduced Fire Losses Means Reduced Operating Expenses

Prevent Fire Losses—Study the Causes

By B. S. Mace
Superintendent of Insurance

Despite the fact that there was no great single loss from fire on the Baltimore and Ohio in 1921, there was, nevertheless, damage from fire done to our properties that amounted to about $140,000. Enough money to buy, approximately, 50 box cars, or two big Mikado locomotives, and have that much more new motive power available for revenue production; or to keep working at good wages for a whole month a thousand of those employes who have had to be furloughed on account of the subnormal condition of business.

For the records show that year in and year out 90 per cent. of these fire losses are preventable if proper study is made of the causes and proper care taken to eliminate them.

In January, 1921, there were 21 fires due to 12 different kinds of causes, and resulting in a loss of $8,732.53. A few of the causes and the recommendations made for their prevention, follow:

ORIGIN	FIRE PREVENTION RECOMMENDATIONS
Employes thawing steam pipes on car with open torch or open fire.	Use only hot water or steam to thaw out pipe lines; never use open flames.
Overheated stove, setting fire to roof of watch box, or carelessness of watchman.	Proper clearance of woodwork from stovepipe where passing through roof, of 1½ times diameter of pipe, metal ventilated thimble should be provided, and damper in pipe about two feet above stove.
Hot boxes and journals, or carelessness of train crews setting off cars on siding and not seeing that box was sufficiently cool so as not to cause a fire.	Rigid inspection of journal and boxes at terminals to see that boxes are properly packed with dope, etc.; also special instructions to train crews in setting off cars with hot boxes, etc., not to leave car until box is thoroughly cooled, removing all dope and oil liable to ignite again.
Smoking in Record Room.	Enforce "No Smoking" rule, keep all papers and records off floor and properly pile same on shelving, etc., provided for this purpose.

Proper interest in fire prevention will turn the money wasted in these fire losses into productive channels—into new equipment or track, and into greater expenditures for labor—with resulting greater prosperity among the rank and file of our employes.

Dip Your Pen in the Ink of Courtesy

By H. Irving Martin
Relief Department

SOLOMON, wearied with brain fag caused by over study, announced that "of making many books there is no end." Had he now the reading of the endless number of letters that flit to and fro over the Baltimore and Ohio System, he would throw up his hands and make application for retirement.

The vast quantity of railway service mail, passing under the supervision of J. C. McCahan, Jr., Manager of Mail Traffic, has never, as far as we can learn, been the subject of an analysis to determine its numerical total. We can arrive at an estimate of its bulk through a study of Mr. McCahan's report covering the total quantity handled in one day, or in one week, by the Central Mailing Bureau at the Baltimore and Ohio Building. These figures do not include the considerable amount of between-station mail which does not pass through the Baltimore office. Mr. McCahan tells us that a recent count of the pieces of mail handled showed the movement through the Central Mailing Bureau of 231,291 pieces in one week. Truly a stupendous total. Many of these packages contained more than one enclosure, as much of the mail is consolidated to save envelopes. It is safe to assume that every week 200,000 letters, each with an individual message, pass through the Central Mailing Bureau. Now what is that message?

One distinguished railway official of the old school achieved fame by coining the phrase, "the public be damned," and another man voiced the thought that "you can catch more flies with molasses than with vinegar."

Somewhere, between the extreme viewpoint of the railway magnate and that of the writer who uses honeyed phrases while engaged in cultivating a friendly attitude with human flies, there is a middle ground occupied by the efficient letter writer. He gets results through his courteous and considerate message. A letter usually reflects the mental attitude of the writer. If he lacks patience, feels sore, grouchy, or is peeved after a bad breakfast, he is apt to pour out his feelings in his letters, and in most instances the chap to whom he writes, replies (or wants to reply) in the same strain. If he rawhides some one without reason (note the *without*) he is going to get a tart reply or he will leave a smart that will take a long time to heal.

There is need of courtesy in every piece of mail that passes over the System and certainly churlishness should be absent from every letter sent to a patron of the railroad. Surely, between ourselves, we will not be discourteous.

Don't call the gentleman a liar, or even a prevaricator. Intimate to him that he has made a misstatement, unintentionally perhaps. You could suggest to him that if he will eliminate the fables, you will face the possibility of his statement being correct. You know that in some states of the American Union it is unhealthy to call a man a liar. The wise man will "be governed accordingly." Adopt the Baltimore and Ohio spirit of "Safety First."

The writer recalls an admonition (it could not be called a rebuke) which he received, while serving as an office helper, from a superior official. The reproof was couched in such courteous language and the error so explained that the mistake was not repeated.

Isn't it possible to cultivate the attitude of courtesy toward the man who will receive your letter and who will *miss the smile* that often accompanies a word of disapproval?

A perfect letter! Who can write one? Yet it would represent the fullest realization of the needs of the writer, his knowledge of human nature and his ability to so express his questions or wishes as to produce the largest percentage of results. A letter should be simple. It should state what you want in few words, not sawed off, however, like a telegram, and convey the feeling that you are on perfectly good terms with the addressee.

If something is due you, go get it, but don't use the Marquis of Queensbury Rules.

While it is not necessary to write in primary school language, yet the fellow who gets your letter will appreciate it if you do not write so as to place him at an educational disadvantage.

Many letter writers resemble some railroads—they lack terminal facilities.

Don't use three sheets to convey your message if two will do, or two if you can say it on less. Better than all, learn to boil it down so as to put it all on one sheet. The other chap will "get you" at a glance, and bless your memory forever.

Then, what's the reason why you do not cut out some of the letters about questions that could be settled with a word to the man you meet, or can see, daily? Without turning yourself into a messenger boy you can often get quick action by a personal interview, and push the thing through better than if you had a ream typed for you. It saves paper, envelopes, postage and lots else.

Lastly, your letter will reach the file clerk, to be tied up with previous correspondence. I can express the file worker's troubles by recalling the story of the boy who said that he could locate most letters by their dates, but that he had found out that there were thirteen months; the regular twelve and *Ultimo*, and he never could remember where *Ultimo* came in.

—

Picked Up Here and There

By Ernie Baugh
Dining Car Department

On a Laurel Race Train, returning: "How is things—every one *I* bet on was a hophead, a cripple or a dink"—And he never went near the dining car.

From a big man in the Central Building: "Some people have notions and consider them ideas." Believe me, he was right.

Raymond Hitchcock, the actor, sang "Ain't it funny what a difference just a few hours make."

I will bet a dollar to a dime that the boy who wrote it got up early some morning and watched the Parade from the Berths to the Dressing Room.



—Darling, in the New York Tribune
"And Gosh, How They Dread It"

Handling of Exception Reports Shows Fine Teamwork in Reducing Loss and Damage

By C. C. Glessner
General Freight Claim Agent

CONCENTRATION of our efforts on the proper issuing of exception reports is receiving the whole-hearted support of all employes concerned. A comparison of the station or crew with their various omissions. And in thus being able to place repsonsibility, matters can be readily handled for correction.

Cooperation of the employes during 1920 resulted in reducing our loss and damage claim payments approximately $600,000, as compared with 1919, the largest saving being $400,000 in claim payments on unlocated loss of entire or other than entire package. Let us continue our intensive campaign on this cause and at the same time make a special effort to reduce our claim payments on the following causes, which, during the year 1920, cost the Baltimore and Ohio as follows:

Defective Equipment, $376,000.

Rough Handling of Freight, $414,000.

Improper Stowing, Loading and Bracing, $492,000.

The responsibility for rough handling of freight and improper stowing will be brought out almost daily through the proper issuing of exception reports, which will be handled to a conclusion.

As to defective equipment, attention is called to Code of L. C. L. Rules, recently issued by our general superintendent of transportation, which contains reference to Form 1126-Rev. on page 12, a facsimile of which is show here. This is self explanatory and should go a long way toward elimination of the use of cars which are not in satisfactory condition for the safe loading of damageable goods.

As a further illustration concerning claims resulting from the loading of high class merchandise in bad order box cars, attention is called to the accompanying photographs:

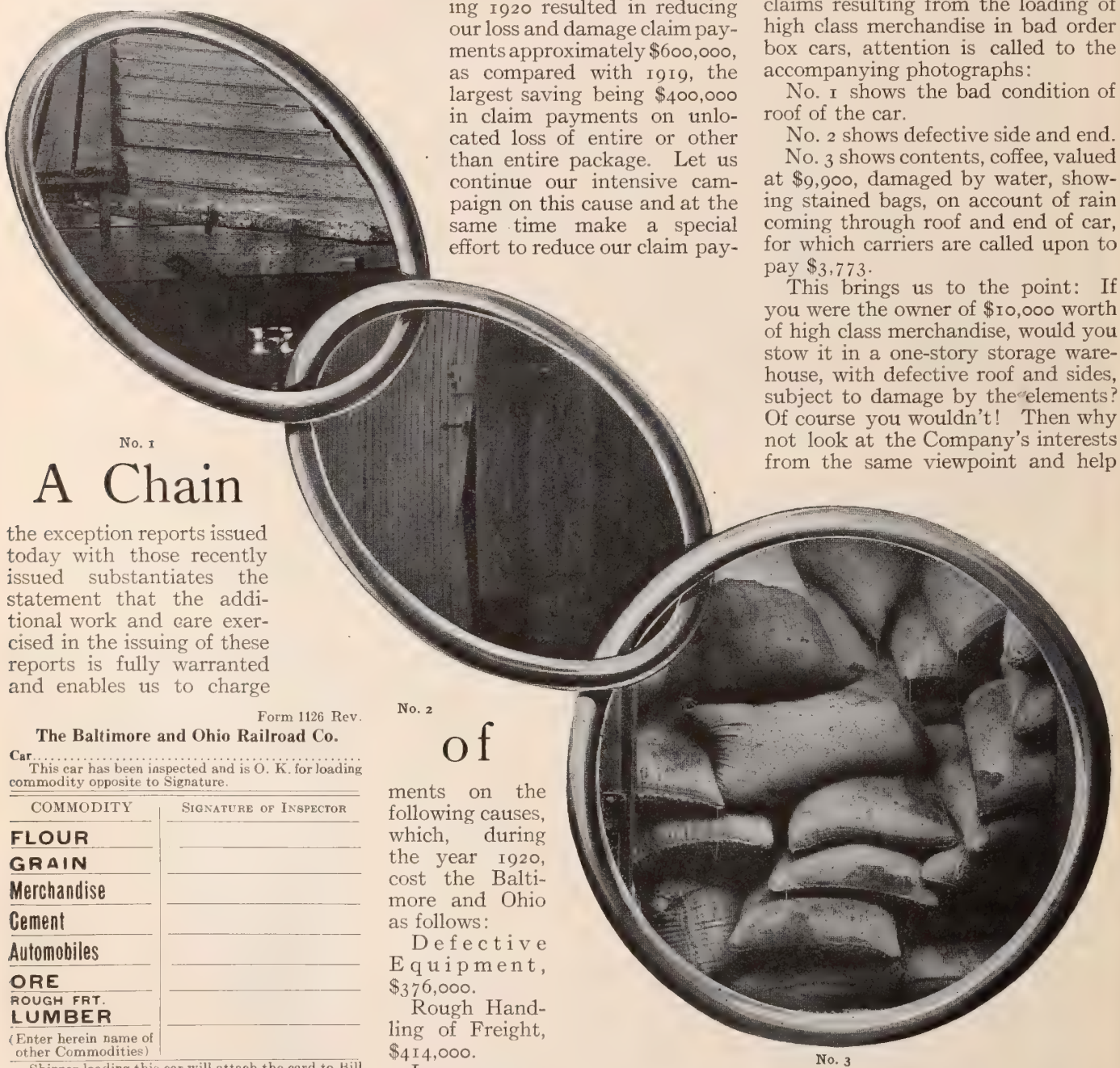
No. 1 shows the bad condition of roof of the car.

No. 2 shows defective side and end.

No. 3 shows contents, coffee, valued at $9,900, damaged by water, showing stained bags, on account of rain coming through roof and end of car, for which carriers are called upon to pay $3,773.

This brings us to the point: If you were the owner of $10,000 worth of high class merchandise, would you stow it in a one-story storage warehouse, with defective roof and sides, subject to damage by the elements? Of course you wouldn't! Then why not look at the Company's interests from the same viewpoint and help save these unnecessary claims which decrease our common prosperity!

Employes know that every claim hurts them as well as the Company.



No. 1

A Chain

No. 2

of

No. 3

Damaging Evidence

the exception reports issued today with those recently issued substantiates the statement that the additional work and care exercised in the issuing of these reports is fully warranted and enables us to charge

Form 1126 Rev.

The Baltimore and Ohio Railroad Co.

Car.....

This car has been inspected and is O. K. for loading commodity opposite to Signature.

COMMODITY	SIGNATURE OF INSPECTOR
FLOUR	
GRAIN	
Merchandise	
Cement	
Automobiles	
ORE	
ROUGH FRT. LUMBER	
(Enter herein name of other Commodities)	

Shipper loading this car will attach the card to Bill of Lading when sent to agent.

Date.....19.... Place.....

Inspector will show date and place car inspected.

12

A "Fool-Proof" Inspection Form

If this form is properly used by the railroad inspector and the consignor, it adequately protects the interests of the railroad, the consignor and the consignee, so far as providing safe cars for damageable commodities is concerned



Long Life

While Striving for Better Things, Enjoy the Present Lot, However Humble

By Dr. A. J. Bossyns
Medical Examiner, Baltimore, Md.

IT IS often said that "a man is as old as his arteries" and that "a woman is as old as she looks." To these should be added a truer saying, "*Man is as old as he wills,*" for it is a fact that to a great degree, longevity depends on the will of the individual. The fatalist who believes he will die "when his time comes," is just as mistaken as the fellow who persists in crime with a reliance on destiny to keep him out of jail. Life is not controlled by predestination, but is subject to the laws of nature, and its duration will depend on the care which is taken of the mind and body.

Personal Hygiene

In the past, this care was almost wholly left to the physician, who was looked upon as a kind of magician and was expected to cure all ills, however impossible. It is now known that he cannot restore damaged organs or renew a wasted life, but that he combats disease by assisting nature. Physicians have not performed miracles, but they have added many years to the average length of life through preventive medicine, modern surgery and sanitation. While doctors of public health are safeguarding the welfare of communities, it is essential for the individual who wishes long life, to pay strict attention to *personal* hygiene.

Take Care of the Body-Machine

The body is a mechanism, needing proper food, air, work and rest to keep it in good working order. Any abuse or undue wear causes permanent injury; for while repair is sometimes possible, the mark remains. As a furnace heats poorly when choked with ashes or excess fuel, so the body works badly when overloaded with food.

Food—Exercise—Fresh Air—Cleanliness

Keeping the stomach full and burdening the intestines with waste matter inflicts a strain on the heart, damages the kidneys, hardens the arteries, and invites early death. To keep the human furnace and sewer in good order, it is necessary to eat simple foods slowly and in moderation, and in direct proportion to the amount of work done by the muscles. Meat should be eaten only once daily, even by those engaged in manual labor, and it is a good plan to leave the table with the feeling that one could have eaten more than he did. Exercise is needed for digestion, the building up of tissue and for storing up energy; while rest is required for the recuperation of the brain, the muscles and the organs of the body. Oxygen being fuel for the lungs, an abundance of fresh air must be supplied by proper ventilation. As cleanliness is necessary for the maintenance and proper operation of any machine, the abundant use of water internally and externally is indispensable to the health of the body.

The Clean Life Wins

It is clear that to keep in good health, it is essential to comply with natural laws. Choosing to do this is the privilege of all of us. "Man is as old as he wills," and as the will governs the body, it is the mind that must choose between darkness, filth, sin and early death on the one hand, and sunshine, cleanliness, virtue and long life on the other. Mind and body must both take one path or the other for better or worse, and the mind must lead the way. Mind, like body, is influenced by good and bad, or what is the same, by health and disease. Mental affections are akin to the ills of the body.

The fierce struggle for wealth, the ambition to lord it over the masses, cruelty, dissipation, vanity, selfishness and conceit are symptoms of an unhealthy mind, and all damage the body and shorten life. The healthy mind is a righteous mind.

The creed for longevity may be expressed in very few words. Avoid excesses and practice moderation in all things. Keep the body scrupulously clean and insist on cleanliness in the home, the workshop, market and other places of public assembly. Select a vocation that is agreeable, and take pleasure in work. Spend at least eight hours in sleep, with the windows wide open, even in winter; or, better still, sleep in the open. Take long walks in the country, and enjoy the beauties of sky, field and stream. Shake off the shackles of fashion and live simply.

Keep the mind as clean as the body. Replace anger, hatred and conceit, with charity, mercy and humility. While striving for better things, enjoy the present lot, however humble. Take pleasure in all things day by day rather than sacrifice for the future, and be as cheerful as the sunshine. Above all, avoid undue emotion, worry and gloom, and cultivate will power, courage and enthusiasm. Observe these rules while young and throughout life, for the joys and pleasures of the present, as well as the benefit of future generations. Given a sound body as a heritage, beginning early and following the simple rules of personal hygiene, there is every reason to expect, barring accidents, a full hundred years of peace and happiness.

Wishes Relief Department Many More Years of Usefulness

BALTIMORE, MD., January 1, 1921

MR. W. J. DUDLEY, Superintendent,
Relief Department,
Baltimore, Md.

Dear Sir—I cannot conclude our connection without expressing my heartfelt gratitude for the assistance rendered me by the Relief Department. In conclusion, Mrs. Bell joins me in hoping that the Relief Department will be permitted for many years to aid others as you have helped us.

Yours very respectfully,
(Signed) BENJAMIN E. BELL,
Brakeman

Safety Section

"Bulletin 70" Scores a Bull's Eye for Safety

Thirty Thousand See Picture at Employes' Divisional Rallies

By William F. Braden
Safety Department

ABOUT 30,000 employes of the Railroad, their families and relatives, had the lesson of Safety deeply impressed upon them through the recently completed series of rallies and entertainments held on the System.

Twenty-three separate meetings were held at which an entertainment was given, the latest Safety motion picture, "Bulletin 70," was shown, and an address made at each place by John T. Broderick, superintendent, Safety Department, under whose direction the tour was conducted.

Halls Couldn't Hold Crowds

Never before in the history of the Safety Department have such large audiences turned out to take part in Safety rallies. In all except two instances the halls or theatres engaged for the rallies were unable to contain all those who came and sought admission. In every city the largest hall or theatre available was rented for the evening and still these could not hold the great throngs.

After the first few rallies it was realized that there would be record-breaking crowds in every place and there was keen rivalry among the division officials to have the largest attendance. At Cumberland, about 2200 persons squeezed their way into the theatre. At Newark, Ohio, 2000 got inside the doors before the municipal officials advised that it would be unsafe to admit any more; there were about 1600 others who could not get in, but a second hall had been engaged for the dance and many from the overflow went there.

So great was the application for tickets for the rally at Philadelphia that it was realized a few days before the date set that the original hall engaged would not contain the crowd. An auditorium in North Philadelphia was then rented and 1500 persons came and were delighted with the motion picture and the other entertainment features.

Employes Show Fine Talent

It would be a deserved tribute to the employes on every division visited if the names of those who took part in the entertainment features could be printed on a roll of honor for this issue of the MAGAZINE, but lack of space prohibits this. The latent talent that these Safety entertainments developed was a revelation to all our officers and employes. Talented singers, capable musicians, proficient comedians and comediennes, graceful and fascinating dancers took part. In several instances there were minstrel skits that would have done credit to professionals.

Girls and boys, the sons and daughters of our employes, likewise demonstrated their talents in vocal and instrumental musical numbers. All were of a high class order. In Chicago, for instance, daughters of two of our employes, girls 14 years of age, gave as graceful and pleasing an exhibition of toe dancing as one could witness anywhere. In Cincinnati there was a young woman, an employe, whose aesthetic dance was one of the most artistic bits of terpsichorean endeavor seen on any stage. The stage on which she performed was a temporary affair and none too secure, yet she and the others taking part did not let this interfere with their work. In three instances division bands, composed wholly of Baltimore and Ohio employes, played proficiently and won for themselves unstinted applause.

At Lima there was a minstrel troupe composed of 13 young men and 12 charming young women, all employes, who rendered a snappy, enjoyable program of songs and jokes. The young women wore "Aunt Jemima" costumes and had their faces blacked. For a half hour they held the audience spellbound. Another fine minstrel troupe appeared at Keyser, but the ladies there wore evening clothes and sat in a drawing room group to sing their songs and tell the jokes.

Of the several hundred persons taking part in these entertainments, there was one only who was not an employe or the immediate relative of an employe. This young man gave his services freely and willingly to the Railroad, which, he said, has always been friendly towards him.

The same spirit of helpfulness and cooperation inspired the employes who took part in the entertainments. In December last, when the call went out on every division for volunteer talent, it was not a question of seeking for numbers to fill the bill, but rather to select a half dozen entertainers and disappoint the others, for in all cases the concert feature was not to last more than an hour. It was a great surprise to our officers and employes that there was so much talent among the forces in the offices, in the shops and along the road. In one case a track hand and his daughter gave a creditable instrumental number. Their efforts were vociferously applauded.

Picture Appealed to Young Men

It has always been a difficult problem to get the younger element among the railroad employes to attend Safety rallies. It has always been the desire of the management to present the Safety lessons to the young brakeman, the fireman, the switchman, the clerk and the freight house employe, but heretofore it has been difficult to gather them together. At the recent rallies they predominated in the audience. The veteran employe and his family were there as usual and absorbed the lesson.

Fine Divisional Team Work

The help given by the division officers in making arrangements for the rallies was spontaneous and generous. Every division superintendent has now seen "Bulletin 70" and few, if any, of the officers below this rank on the divisions failed to be present at the rallies. The committees especially appointed to complete the arrangements did their work in such a way that when the night for the rally arrived everything moved smoothly and well. Officers and employes were given the opportunity of getting together, and a new spirit of cooperation was kindled.

Praise was heard on every side regarding the merits of the moving picture and the lesson that it conveyed. After looking at it for a short time employes realized that the scenes portrayed were actual conditions on any large transportation system. They could picture themselves doing the unsafe and the safe things that they saw the actors perform. The touches of human interest in the film made an especial appeal to the wives and daughters of the employes and immediately enlisted them under the banner of Safety.

Practical Safety Talk Appreciated

The address of Mr. Broderick likewise was of absorbing interest. He talked directly to the men in a language they understood. His appeal to the wives, mothers, daughters and sweethearts of the male employes went directly home and already the effects are being manifested, for up until February 24, when this was written, there had not been an employe killed and the number injured on the System was below the usual monthly average.

The Appeal to School Children and Business Men

Close to 20,000 school children also heard a message of Safety when Mr. Broderick talked in schools along the System. School officials welcomed him and were highly pleased at the opportunity given the young folks to get a practical Safety talk that, no doubt, will save many a little life and limb. Mr. Broderick especially warned the youngsters of the dangers of walking upon and playing around railroad property and his appearance usually was the occasion for noisy demonstrations on the part of the pupils, who lustily cheered their school, the Railroad and Safety.

Several Rotary Clubs also extended an invitation to the superintendent of the Safety Department to appear at their meetings and talk on Safety and he spoke to 1000 members of this organization of substantial business men, not only urging their observance of Safety, especially in the use of automobiles at grade crossings, but also cementing the bonds of friendship and cooperation between the Railroad and commercial enterprises.

THE BALTIMORE AND OHIO RAILROAD COMPANY
SAFETY DEPARTMENT

Record of Shops, Showing Man Hours Worked Per Injury, January, 1921

Honor Roll Shops are Those Having No Reportable Injuries.

This Month's Honor Roll	Injuries	Man Hours Worked	Rank in December
Lorain	0	82,803	Honor Roll
Fairmont	0	62,151	6
Holloway	0	56,766	Honor Roll
East Dayton	0	47,569	Honor Roll
Somerset	0	36,220	Honor Roll
Stock Yards	0	24,612	10
Weston	0	21,643	13
Harrisonburg	0	4,256	..

Rank	Shops	Man Hours Worked	Number of Injuries	Man Hours per Injury	Rank in December
1	Ivorydale	125,441	1	125,441	4
2	Benwood	93,799	1	93,799	20
3	Cleveland	67,596	1	67,596	Honor Roll
4	Washington, Ind.	133,506	2	66,753	1
5	Ohio River High Yard	64,461	1	64,461	15
6	Connellsville	118,346	2	59,173	2
7	Storrs	59,039	1	59,039	29
8	Rossford	50,192	1	50,192	17
9	Lincoln St. (inc. Robey Street)	92,184	2	46,092	25
10	East Side	161,132	4	40,283	5
11	Glenwood (Master Mechanic)	95,437	3	31,812	16
12	Lima	94,358	3	31,452	8
13	Haselton	28,162	1	28,162	9
14	Newark	195,199	7	27,885	22
15	Flora	26,447	1	26,447	Honor Roll
16	Grafton	96,183	4	24,046	19
17	Gassaway	47,335	2	23,667	11
18	Ohio River Low Yard	46,276	2	23,138	35
19	New Castle	85,644	4	21,411	7
20	Cumberland (Master Mechanic)	333,422	16	20,839	27
21	Cone	39,242	2	19,621	31
22	Keyser	267,885	14	19,135	28
23	East Chicago	36,959	2	18,479	3
24	Cumberland (Back Shop)	115,220	7	16,460	12
25	Glenwood (Back Shop)	188,516	13	14,501	23
26	Chillicothe	99,451	7	14,207	14
27	Brunswick	98,648	7	14,092	30
28	Garrett	188,514	14	13,465	32
29	Riverside	119,878	9	13,320	34
30	Willard	104,721	8	13,090	18
31	Seymour	11,724	1	11,724	Honor Roll
32	Painesville	33,253	3	11,084	21
33	Mt. Clare	431,249	42	10,268	33
34	Sabraton	16,309	2	8,154	24
35	Zanesville	40,681	5	8,136	36
36	Martinsburg	28,763	5	5,753	26

Total Injuries by Months:

January, 1920, 302; January, 1921, 200.

The Saving of 138 Lives in Five Years Makes Safety Worth While

"SAFETY'S all right—but" and a conductor making the remark gave a wink of the eye to indicate that it was "all right" for some others, but that he personally did not feel the need of it.

Yet Safety, as promulgated through the Safety Department of the Baltimore and Ohio Railroad, probably has kept this same conductor in the possession of the health and happiness it was plainly evident he was enjoying. He forgot utterly to take into account the fact that what his fellow employes have done for Safety has redounded to his own benefit. He forgot that Safety is not inspired by selfish motives, but is a boon to humanity at large.

It can be definitely stated that at least 138 lives have been saved in the five years from January 1, 1916, to December 31, 1920. Perhaps the conductor mentioned above is one of these 138. Perhaps you are another of them.

The difference between the total employes killed on the Baltimore and Ohio in the five years between 1911 and 1915, and between the five-year period from 1916 to 1920, is 138. The difference in the number of employes injured in these same periods is 11,594. In the latter five-year period the number killed and injured was less than in the previous five-year period.

In the long run it's Easy to do things the Safe way; but it's not always Safe to do them the Easy way

—S. M. DeHuff



ROBERT M. VAN SANT, *Editor*
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HERBERT D. STITT, *Staff Artist*
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Captains as Privates

History has given us many examples of men and women in the ranks rising—some suddenly, some slowly—to positions of great and enduring leadership. Joseph, Moses, Coriolanus, Joan of Arc, Oliver Cromwell and Lincoln are some of these.

The World War was responsible for a phenomenon of the opposite kind, never before so apparent in history, where men who had made enduring names for themselves in some sphere of activity, forsook prestige and position and jumped into the ranks.

The best blood of England and France was sacrificed in Flanders and the Champagne, men of high birth, attainment and position facing the flood of flame, gas, and lead, shoulder to shoulder with comrades of far different heritage. Cases, even among our own countrymen, of brave souls who declined promotion and made the supreme sacrifice in the rank and file, are not rare. Congressman Augustus P. Gardner, who was one of the ablest champions of preparedness, died while learning to be a soldier at a training camp. John Purroy Mitchell, perhaps the best of the Mayors of New York City of our generation, lost his life while in training as an aviator.

Like instances could be multiplied and mentioned to prove the fact that one of the marks of a really big man is his willingness to tear off his shoulder bars when occasion demands and take his place in the ranks as a private.

Going from the sodden field of war to the attractive field of sport we recount another illustration:

Early last Fall the yachting world was enthused by a bit of news that was as fresh as the salt breezes of the Atlantic. A challenge had come from the sailing masters of Halifax, Nova Scotia, to their friendly rivals of American birth and training at Gloucester, Mass. The Canadian fishing schooner, Delawana, was pitted against the American smack Esperanto.

James B. Connolly, a famous writer of sailing stories, called the competition the "greatest international sailing race of our time," and his account of the race in the December 25 issue of *Collier's* bears him out.

Here is what Connolly says about the crew and here is the point of my story:

> A great skipper and a great crew. There were half a dozen other Gloucester skippers in that Esperanto crew, and whoever knows Gloucester knows that a Gloucester skipper is a man of some note on his own account. But they all left their master mariner's certificates ashore, sunk their habit of command, and put out under Marty to prove that there were still able vessels and able seamen out of Gloucester.
>
> And that crew served without pay. They gave up four weeks of their time—and all poor men these, to whom four weeks meant four weeks' loss of wages with no expectation of reward.
>
> They sailed out to win a race, not to be rewarded. The big prize cup, that on its pedestal set high as a man almost, was on exhibition in Halifax, but only three or four of the crew ever went up to have a look at it. They gave Captain Welch a cup for himself and he was pleased, and carried it home in the cabin of the Esperanto, but on the trip home nobody ever even opened up the box it was in to see what it looked like. The cups were all right, and so was the money, but they weren't racing for cups or money.

There were other men in that crew who could have brought home the Esperanto a winner, too. But through hard experience in learning their vocation they understood the necessity of one man leadership and of the finest teamwork to bring victory.

Trouble is, in business life, there are too many of us who have not stood the gaff of accomplishment and yet who think we know the Captain's job better than he does. One of the identifying marks of most big men is to acknowledge able leadership, to jump in as one of the crew and strive for team work, to get down into the ranks and just plug along, when occasion demands.

One Man's Way

Early in the year 1900, two friends met in one of the chop houses of lower New York for a game of chess. They took their places silently, silently played their game, and silently departed. Another man sat beside them and silently looked on.

Every day for 20 years the friends had their game of chess. Every day for 20 years the other man looked on—until just the other day. One of the players didn't appear for the first time in 20 years. His partner waited a while and then asked the faithful watcher to play.

"I guess he isn't coming today. Would you like to play his men?"

"I'm sorry," was the faithful watcher's reply, "I don't know the game."

For 20 years he had followed every move — had watched the drama of king and pawn—without sensing the idea of it all—he didn't know the game.

Patiently he had looked *at* the game—not *into* it. His curiosity had remained dormant, his imagination unstirred by the struggle of forces and the subtle strategy of the battlefield.

He was one of those men who look without seeing, listen without hearing, do without understanding.

Placed anywhere, given anything to do, he would stay put—do his job—without knowing anything of his neighbor's job, the problems of the business, the significance of his own activities. Should opportunity pause at his threshold, he must answer, "Sorry, I don't know the game."—*The Barrett Trail.*

One on Roosevelt

Railroad men of the period will remember that during the early years of the presidency of Theodore Roosevelt, the railroads and the Government were "at sixes and sevens" on the subject of rebating. I believe the following story on Mr. Roosevelt in connection with his efforts to stop rebating has never been printed, although it was told me by an officer of the Government now occupying a high position in Washington in connection with railroad supervision.

There had been brought to Mr. Roosevelt's attention a number of specific cases of rebating on the part of certain agents of a great western railroad and he ordered the Attorney General to bring charges against them under the Anti-Rebating laws. Shortly afterward a vice-president of the railroad employing these men appeared at the White House for an interview with the president. His card was sent in to Mr. Roosevelt, who, despite the fact that the visitor did not have an appointment and probably surprised that he had attempted, under the circumstances, to "beard the lion in his den," nevertheless sent for him to come in.

"Well, Mr. ———," began the president, "if you have come to ask for leniency in the cases of your officials whom I have ordered prosecuted on account of an infringement of the Anti-Rebating laws, your effort is useless. Charges have been preferred against them and the cases will be pushed to the limit."

"But, Mr. Roosevelt," replied the railroad official, "the men you speak of are not guilty. I am the guilty person in the case since these men acted on my orders. Hence the charges should be directed against me and not them. Furthermore, they are men of only moderate means, with families dependent on them, and cannot afford to go to jail. I, on the other hand, am comparatively well-to-do, and if you are going to prosecute anybody you ought to prosecute me."

The frankness and sincerity of the statement momentarily disarmed Mr. Roosevelt and he said:

"It is diabolical that a great railroad system such as yours should, through one of its vice-presidents, confess to a wilful violation of this law. So far as I know, your road is the only one of which we have direct proof of a violation."

"That may be so," replied the vice-president, "but I would be willing to wager that there isn't another big railroad system in the United States which is not also guilty of having transgressed these new laws."

That was an eye-opener to Mr. Roosevelt and the result of the interview was that the vice-president was taken completely into his confidence, the cases against his agents discontinued, and that through his good offices it wasn't long before rebating had ceased on all the railroads.

—

Government Efficiency

(Special Dispatch to the Baltimore *American*)

WASHINGTON, January 28.—There are 3000 trucks, valued at $14,000,000, at Camp Holabird not under cover, according to the testimony of Brigadier General Connor, submitted to the sub-committee of the House Appropriations Committee. This admission brought on a spirited colloquy between General Connor and Chairman Anthony, of the sub-committee.

"Is it not an awful waste to permit them to stand out in the open year after year?" inquired the chairman.

"We have been expecting to get them declared surplus and to get rid of them," replied the General.

"Why have they not been declared surplus?" inquired the chairman.

"Until the tables of organization were fixed the General Staff was not prepared to give us a policy," was the reply.

"Would it not have been good business," asked Mr. Anthony, "to have sold the surplus automobiles two years ago?"

"Yes," replied the General, "but government agencies move more slowly than business concerns."

General Connor added that it was estimated that it would have cost $2,000,000 to provide a temporary shelter.



A Visit With Mr. Bryan

Whether or not our political beliefs are the same as those of William Jennings Bryan, all of us who have had the pleasure of hearing him make a public address will agree that he is an exceedingly interesting speaker and man. And some of our number are satisfied, after a recent experience of theirs, that he makes a most agreeable train companion.

It was on a trip which some of our well-known Veterans, including George W. Sturmer, grand president, and George A. Bowers, president of the Baltimore Chapter, were making to a Veterans' meeting in Newark, Ohio. Mr. Bryan had accommodations in the same sleeper and they vouch for the following:

First, in conversation, Mr. Bryan admitted this one on himself: At a banquet at which he was to be the principal speaker, the toastmaster introduced him by addressing him:

"Mr. Bryan, shall I call on you next, or shall I permit my guests to enjoy themselves a little longer?"

The Pullman conductor is authority for the statement that Mr. Bryan usually occupies an upper berth, whether on the principle "the higher the berth, the lower the cost" we do not know.

It is reported that on this trip Mr. Bryan was en route to Marion, Ohio, for an interview with President-elect Harding and, as the subject of living costs is near to his heart, our observers wondered if that was the reason for his rather unusual procedure in the dining car when he took a loaf of bread from a package which he brought in with him and cut off slice after slice as he ate.

Later, in conversation, Mr. Bryan remarked that pork at 12 cents a pound on the hoof in Nebraska, jumped to 65 cents for two small chops in the East, and that a merchandizing system countenancing such an increase was wrong. We shall certainly be glad to go with him on any plan which he can evolve which will cut the big difference between these prices for us Eastern consumers.

—

A Mother's Objection

No. 5 was leaving Camden Station and the day coach was unusually crowded. A few minutes out of the station saw several men and a woman standing, a particularly large woman.

Up jumped a man and offered his seat. The woman graciously suggested that she did not want to deprive him of it.

"But I work for the Baltimore and Ohio and it is up to me to give you my seat."

Then another woman spoke, one who was sitting with him on the window side of the seat:

"Well, I hope that is not the reason you are giving this lady your seat."

She was the man's mother and, oblivious of Baltimore and Ohio etiquette, her mind flashed back to his boyhood training, to the daily injunctions of those early years that he must be a gentleman, *always*.

John Edward Spurrier

AFTER an illness of about 10 days, John Edward Spurrier, one of the best known and best loved veterans of the Baltimore and Ohio, died in Baltimore no February 20. The funeral was held from his late residence, many of his railroad friends attending and, by their presence and their beautiful floral offerings, paying him their last tribute of respect and affection.

The honorary pallbearers were: George M. Shriver, senior vice-president; C. W. Galloway, vice-president Operation and Maintenance; J. S. Murray, assistant to president; O. H. Hobbs, supervisor of Refrigeration; E. W. Scheer, general superintendent Maryland District, and B. F. Baswell.

The active pallbearers were: E. W. Day, assistant superintendent Telegraph; A. E. Day, supervisor of Weighing; R. F. Miller, chief clerk, Telegraph Department; Bert Murnan, operator, Winchester, Va.; R. F. Mitchell and D. Hyde.

Mr. Spurrier is survived by Emma W., widow; Thomas E., claim agent, Tiffin, Ohio, and Albert F., train dispatcher, Baltimore Division, sons; Mrs. Ashby Sprint, Winchester, Va., daughter, and three grandchildren.

Mr. Spurrier's passing is lamented by hundreds of the friends whom he made during his career on the Railroad, which continued in an unbroken stretch from 1864 to 1921, a total of almost 57 years. The copious notes which the recent inactive years of his life gave him an opportunity to assemble, show that even before the outbreak of the Civil War in 1861 Mr. Spurrier had become a member of the Baltimore and Ohio family. In fact, he was born of a family which had been connected on both his mother's and father's sides with the Baltimore and Ohio from the very beginning of the Railroad, his relations including, in addition to the Spurriers on his paternal side, the Smiths and the Diffeys, names which were closely identified with the operating activities of the Railroad in the early days.

In 1864 Mr. Spurrier became an extra operator at Plane No. 4, on what we now call the "Old Main Line" in Maryland. The next year he was made a regular telegraph operator at that point, continuing as such until 1873 when he was made yard dispatcher. In 1874 he became train dispatcher at Baltimore and in 1883 yardmaster there. In 1886 he was transferred to Philadelphia in the same capacity and in 1894 made superintendent of the Baltimore Division. In 1902 he was made superintendent of the Shenandoah Division, and in 1912 was relieved of his division assignment and reported direct to the general manager in a special capacity. In 1916 he became a special agent in the Office of the Operating Vice-President, and from 1917 until the time of his death was on the staff of the general superintendent of telegraph in various capacities, his last assignment being that of special agent and telegraph censor.

In a very particular sense Mr. Spurrier will always be remembered, especially by his business associates and friends, as a Baltimore and Ohio Railroad man. To a very unusual degree he was part and parcel of the Railroad and it of him. He never spoke of it in a frivolous way. To him it was a great institution, its past an illustrious one; its present full of potentialities for the good of the nation and the people it serves—and for those who serve it; its future one of tremendous possibilities for usefulness. One of his outstanding characteristics was faith—faith in the organization with which he was associated and particularly in its present day leadership. And as faith begets loyalty, so Mr. Spurrier in every phase of his association with the Baltimore and Ohio represented the finest type of the loyal employe.

He seldom spoke of "The Railroad," or of "The System," or of "The Company." To him, these abbreviations were not adequate. It was always "The Baltimore and Ohio Railroad" or "The B. & O. Railroad," and it was a pleasure to note the pride in his voice as he used the name in conversation.

To attempt an estimate of his personal qualities, of his character, would be almost to enumerate the virtues. Kindliness, modesty and innate fineness of character are attributes with which he impressed everybody. His goings and comings were quiet and obstrusive. He never let his own interests in any particular subject run away with his sense of proportion, and as a result he was always welcome in every office which he visited. He had fine respect for authority; yet position, as such, meant nothing to him. It was the man who counted with Mr. Spurrier, whether he directed the activities of tens of thousands or worked in the most humble capacity.

A man who was almost entirely self-educated and self-made, a man who had made a success of his vocation and had earned the respect of his associates and of those under whose direction he worked, Mr. Spurrier always gave the impression of being a busy man and a happy man in whatever he was doing. Even in the last few years of his life, when the Railroad had placed him in a position which gave him the opportunity to come and go as he pleased, and when his duties had been made very light, he nevertheless took a tremendous amount of interest in his work and accomplished results which were extremely gratifying to the officers of the department to which he was attached. He believed unqualifiedly in work and continued to be helpful in the tasks assigned to him up to the very day he was taken with his last illness.



John Edward Spurrier

In one respect Mr. Spurrier was unique, in so far as the writer knows, among all the Veterans of the Baltimore and Ohio, namely in the keen and systematic interest he took in perpetuating the history of the early days as he knew them. Much of the historical information which has appeared in the MAGAZINE without credit to him was, as a matter of fact, the result of his painstaking effort in the gathering of old records and in preparing them for publication. He had a remarkable memory and was constantly engaged in the collecting of old data and old photographs relative to the early history of the Baltimore and Ohio Railroad. There is a good deal of material now in the MAGAZINE files relative to this history, which Mr. Spurrier got together for publication and which has never been used because of the limited amount of space we are able to give to historical articles. We hope that all of this information will eventually appear in the MAGAZINE

President Willard's Letter to Mrs Spurrier

At New York—February 23, 1921.

My Dear Mrs. Spurrier:

I have just learned this morning of the death of your husband and my very dear friend, and I want to assure you of my deepest sympathy because of your great affliction.

I became acquainted with Mr. Spurrier first in 1899, 22 years ago, and I have had for him the tenderest feelings of friendship during all the intervening period. He was always a gentle and kindly man, and I never heard him speak ill of anyone. He was always loyal to the Baltimore and Ohio Company, and was always anxious to do what he could to promote its interests. While his burdens in recent years had been lightened, I am sure his interest in the property which he served so long, remained just as keen as ever. He will be very greatly missed by his associates in the Baltimore and Ohio service, and by no one more than by myself.

Once more I wish to assure you of my very deep sympathy because of your great loss.

Sincerely yours,

(Signed) DANIEL WILLARD.

Mrs. John E. Spurrier,
Baltimore, Md.

and it will be a pleasure to give credit to Mr. Spurrier for it.

In a book in which he had done a good deal of writing during the years just previous to his death (and for a man of his education and experience, he was a facile writer), there are many interesting stories of the early history of our Road. Space prevents the publication of even a description of the contents of this volume but we quote herewith a single story pertaining principally to Mr. Spurrier's own early career, and given in his own words, in the belief that it will be especially interesting to his many old friends on the Railroad. He wrote:

Born at Plane No. 4, Frederick County, Maryland, October 11, 1849, the son of Thomas B. and Susanna Spurrier, I started to "Prospect School" about 1857. My Aunts always said that before I could read or write I could tell the numbers of every engine passing Plane No. 4, knew what engine was approaching from the sound of the whistle, and knew the names of the enginemen, saluting them as they went by

Prospect School house was two and a half to three miles from Plane No. 4 Engine House, making a six mile walk per day, but I was getting along fine until the Civil War started. Then we had no school for long periods and would switch around from Prospect to Pine Grove, from Pine Grove to Kemptown, then back to Prospect, wherever there was a teacher. There was no school in summer because the children were needed on farms, and when I was old enough I was used to fire the helping engines in emergencies to get troop trains over the hills at Mount Airy. Therefore I have many times wondered how I managed to get any education at all.

When the operator at Plane No. 4 gave me the telegraph alphabet, I commenced on it right away and found myself improving in reading, writing and spelling without going to school. Uncle Chris Smith saw me practicing, and told my people I should not learn to telegraph as it would not be worth a dollar a day after the war. Then I had to keep away from the office and hide the alphabet. I memorized the alphabet, though having no telegraph key to practice on, but found that working a table knife between the fork prongs gave me the proper sound. When I went to the table to eat I would get into trouble practicing telegraphy with the knife and fork.

Alex. Diffey, my uncle by marriage, was general supervisor of trains and, taking a meal with us said, "what are you doing, John, telegraphing?" One of my aunts told me to leave the table, but uncle Diffey said, "let him alone, he is on the right track—we need operators, and when he learns I'll get him an office."

Later a lazy operator came to Plane No. 4. He wanted a boy to come around often to sweep out the dirt and clean the local battery and I promised to come often if he would not tell my aunts. I kept close to his calls and finally got hold of the telegraph key and made the alphabet plainly. He told me to write certain words, then said, "I believe you can send a message now, I will try you on a short circuit." I didn't know what he meant, but sent it, thinking I was sending it over the wire, but it was only through the short circuit through the instruments. Then he told me to send it again and run the paper through the Morse register and I could see the message and read it. I then got the idea of just what to do.

About 1864, Operator Dan Mason came

(*Continued on page 22*)

An Appreciation of John Edward Spurrier

By C. W. Galloway

Vice-President Operation and Maintenance

When I started working for the Baltimore and Ohio Railroad Company in 1883, as a messenger boy in the Telegraph Department, Mr. Spurrier was Train Master of the Baltimore Division and had his headquarters at Camden Station.

I remember him very distinctly in those days. He was a man we all admired, and especially interesting to us because his association with the Railroad dated back to the seething struggle between the North and the South over and around the lines of the Baltimore and Ohio, at which time (in the early part of 1864), he was a telegraph operator.

From the time I entered the service in 1883, we were both continuously in the Operating Department and saw much of each other; in fact, my first official position as trainmaster of the Baltimore Division in 1897, was under Mr. Spurrier, who was then superintendent.

He was a self-made man, skilled in his calling and the soul of honor in his dealings with his fellow-men; and much of my success was due to the patience he showed in drilling me into my new responsibilities.

He was a Nestor of railroad wisdom, ripe in experience, and with a fund of historical anecdotes. His remarkably retentive memory remained with him to the last.

He was modest and retiring in disposition, with a clear and sympathetic understanding of the viewpoint of the employe. He was always kind and considerate toward the men under him, always fair and impartial in discipline.

He was generous, genial and charitably inclined toward all, and an innate honesty marked his whole life and action. None knew Mr. Spurrier but felt drawn toward him in affectionate regard and respect, and hundreds of his friends, particularly in the railroad world, will regret his passing, yet cherish a memory of him singularly sweet and comforting, a rich heritage given to but few men to leave to their families and friends.



Organization of Ladies' Auxiliary at Lima, Ohio

ON FEBRUARY 17 there was a meeting of the Toledo Division chapter of Veterans at Memorial Hall, Lima, Ohio. The particular purpose of this meeting was to organize a Ladies' Auxiliary.

At 2.30 p. m. the meeting was called to order by Grand Vice-President J. M. Garvey. Fifty ladies were present. Following are the names of those who were elected officers:

President, Mrs. O. L. Wallbing; vice-president, Mrs. C. W. Day; recording secretary, Mrs. Emma Shank; treasurer, Mrs. John Sweeney; sergeant-at-arms, Mrs. M. Lane.

The ceremony of installing the officers was brought to an end at 5 o'clock in order that the ladies might prepare for the banquet, which began at 6 o'clock. The banquet hall was beautifully decorated, and about 200 veterans were delightfully entertained. The toastmaster, W. F. Van Horn, made a few preliminary remarks, then called on Reverend Smart to invoke the blessings of the Deity upon the assembly. Mayor Meredith was the first speaker; in an eloquent address he expressed his pleasure in being among the Veterans of the Baltimore and Ohio. Other speakers whose talks were greatly enjoyed were: George W. Sturmer, grand president of the Veterans; General Manager Begien; General Superintendent Mitchell; Superintendent Mann, Toledo Division; J. M. Garvey, grand vice-president of the Veterans. Mr. Garvey spoke of the purposes of the Association; called the attention of all to the post-cards that had been sent out by President Sturmer, and asked the cooperation of all the Veterans in securing business for the Railroad.

At 10 o'clock the curtain went up, revealing the black faces of 32 comedians, made up from among our young men and women employes at Lima. These entertained with singing and dancing and received hearty applause.

Following the minstrel show, the floor was cleared for dancing. The famous Lima Orchestra furnished the music, and the veterans and their sweethearts enjoyed tripping the light fantastic until the early hours of the morning. None enjoyed the fun more than Captain J. H. Doyle, sergeant-at-arms, and Engineer William Glenn, Newark, Ohio, both of whom made themselves particularly entertaining among the ladies.

President Van Horn and Secretary Wallbing, together with their capable committees, deserve much credit for the success of the banquet.

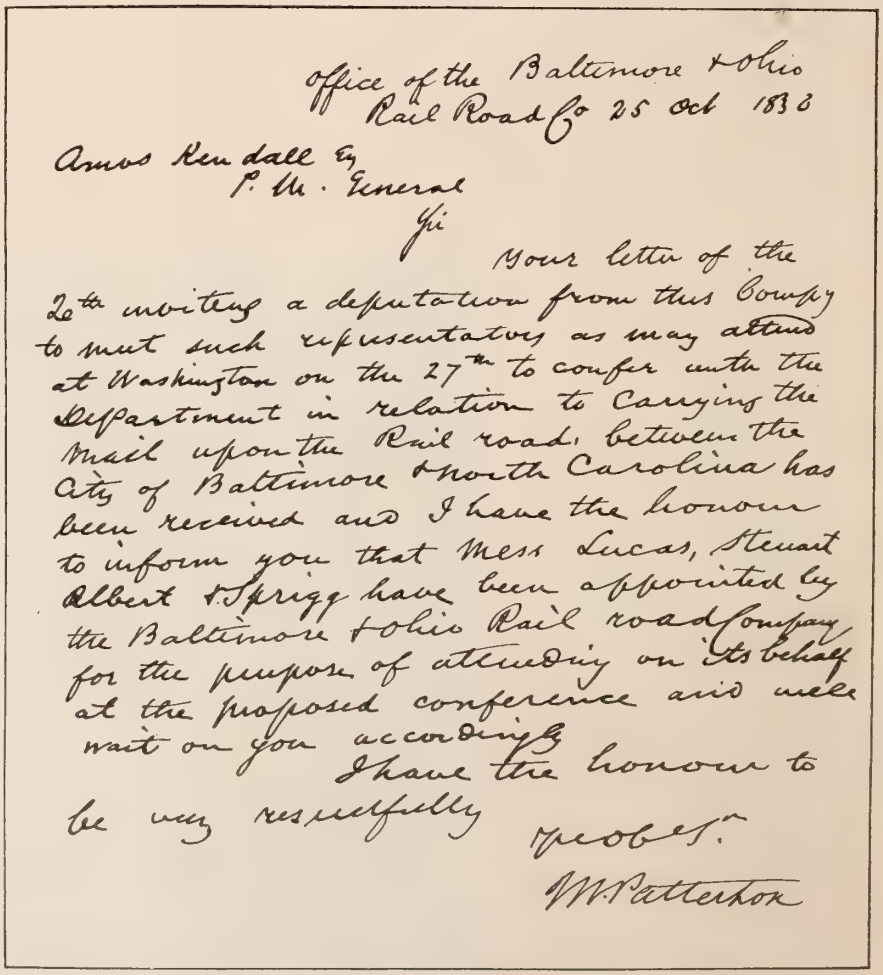
Grand Vice-President Garvey is now arranging a membership drive, both for the Veterans' Association and for the Ladies' Auxiliary.

John Edward Spurrier

(*Continued from page 21*)

to Plane No. 4. Being a fine violonist, he wanted to attend many country dances; when he found I could send and receive messages he hurried me along and was continually after my people to allow me to remain with him at night. He would leave me in charge of the office and I would not see him for a week, as there were so many "corn huskings" and "apple butter boilings," and a dance at each, that it kept him busy sleeping during the day and playing the fiddle at night.

Dan left Plane No. 4 and J. C. Minnehan took charge and I felt my name was "Dennis," but he did not like the place nor the idea of sleeping in the office after working 12 to 14 hours, and said to me, "You can run this office for I am going to leave it in your charge." The next morning he left for Baltimore to see A. G. Davis, superintendent Telegraph, telling me if he did not come back to keep the office. He did not return and I never again heard of him. When pay day came I went to the car and inquired, "anything for J. E. Spurrier, operator, Plane No. 4." "Billy" Woodside said, "J. E. Spurrier, $21 or $22, that's better for a boy than firing an engine?" The office paid $30 or $35 per mo., but I did not make the full month of February."



Office of the Baltimore & Ohio
Rail Road Co 25 Oct 1836

Amos Kendall Esq
P. M. General
Sir

Your letter of the
24th inviting a deputation from this Company
to meet such representatives as may attend
at Washington on the 27th to confer with the
Department in relation to Carrying the
Mail upon the Rail road between the
City of Baltimore & North Carolina has
been received and I have the honour
to inform you that Mess Lucas, Stewart
Albert & Sprigg have been appointed by
the Baltimore & Ohio Rail road Company
for the purpose of attending on its behalf
at the proposed conference and will
wait on you accordingly
I have the honour to
be very respectfully
Your obed't.
W. Patterson

Letter of October 25, 1836, written by J. W. Patterson, second President of the Baltimore and Ohio, to the Postmaster General of the United States, in regard to the carrying of mail on the Railroad
Submitted by J. C. McCahan, Jr., Manager Mail and Express Traffic

"Battle" Harmon of Martinsburg

M. H. Harman, age 78, is one of the old-time yard conductors, better known by the name of "Battle." He was conductor in the Martinsburg Yard at the time the "Camel" engine was in use. He served in the Union Army during the Civil War, and they say that he made a good soldier—hence his nickname. "Battle" says that there was no one in his company who was better equipped for eating than he was, and that wherever the army camped, he always had the honor of looking after the hen roosts. The only mean thing that he admits having done while serving in the army was to steal a fiddle from a blind man. However, after he found out the man's affliction, he returned the fiddle at once and gave him a $10 bill. (But he never said what kind of money it was.)

—

New Safety Platform Built from Scrap at Garrett

By G. M. Teal
Supervisor Shop Schedules

THE accompanying photograph is of a Safety Platform that has been put into use at the Garrett Shops. It will be of interest to other shops which do class and heavy running repairs.

The platform was designed by H. Rees, general foreman, and was built from old superheater units and scrap pipe and joints, actylene welded.

It is used alongside of the engine when applying or removing air pumps, applying running board brackets, removing and applying stays, and for all fire box work. Across pit at back end it has a double purpose, that of making access easy to the cab and also as a Safety device, so that men cannot walk out of cab and fall into the pit. It has proved a great help at Garrett and the men are enthusiastic about it.

A smaller one is now being built for use with slide valve locomotives when applying steam chests and covers or facing off the valve seats.

Prints covering this platform can be obtained by writing Mr. Rees at Garrett.



New Safety device

Baltimore and Ohio General Office Duckpin League—Carlin's, February 19, 1921

Engineering Department Team B
vs.
Auditor Passenger Receipts Team C

Tucker	303	Klees	249
Kimball	300	Smith	229
DuBois	277	Hoppman	238
Seitz	193	Jones	76
Zieman	261	Fitzpatrick	254
Towson	90	Dickey	163
	1424		1209

Auditor Merchandise Receipts Team A
vs.
Transportation Department

Schanke	282	Schmidt	259
Faithful	292	Laslo	167
Hennessy	245	VonWachter	269
Lean	285	Ackler	281
Murray	75	Mansfield	281
Mullinix	180	Blind	...
	1359		1257

Valuation Department Team A
vs.
General Manager

Russel	263	Seeds	267
Janushek	267	Dyche	280
Melvin	260	Fowler	268
Wertzer	276	Boring	282
McGarry	263	Blind	210
	1329		1307

Auditor Passenger Receipts Team A
vs.
General Freight Claim Agent's Team A

Madden	268	Riggan	265
Grund	252	Ellifrits	272
Dunphy	294	Correll	297
Rasch	253	Ittner	261
New	293	Goeller	307
	1360		1402

General Freight Claim Agent's Team B
vs.
Auditor Merchandise Receipts Team B

Koenig	250	Gallagher	264
Siemer	296	Hartzel	230
Smith	271	Baker	255
Schleicher	266	Lentz	249
Ingleman	254	W. P. O. (?)	93
		Murray	143
	1337		1234

Auditor Passenger Receipts Team B
vs.
Engineering Department Team A

Dusman	312	Fleagle	264
Brandt	272	Joyce	75
O'Keeffe	281	Klebe	266
Lewin	276	Warren	291
Seems	291	Knell	296
		Ralston	175
	1432		1367

Standing of Teams—13th Week

Section A

Week Ending February 26—At Carlin's

Team	Games Played	Won	Lost	Per Cent.	Average
General Freight Claim Agent—Team A	39	33	6	.846	485 77
Auditor Passenger Receipts—Team A	39	27	12	.692	468 95
Auditor Passenger Receipts—Team B	39*	24	14	632	466 36
Engineering Department—Team B	39	22	17	564	475 44
Auditor Merchandise Receipts—Team A	39	22	17	.564	442 05
Valuation Department—Team A	39	19	20	.487	434 31
Engineering Department—Team A	39	18	21	.462	452 72
Transportation Department	39	18	21	.462	442 95
General Freight Claim Agent—Team B	39	16	23	.410	440 23
General Manager	39	14	25	359	412 28
Auditor Passenger Receipts—Team C	39*	10	28	.263	443 10
Engineering Department—†Team C	39	10	29	.256	371 08

* Tie game involved. † Takes place of Auditor Merchandise Receipts—Team B.

High score for 1 game, Everhardt, A. E.—A. M. R.—A 172.0
High average for 3 games, Everhardt, A. E.—A. M. R.—A 121.1
High average for 3 games, Hahn, H. P.—Eng.—A 120.2
High average for 3 games, Fowler, W. L.—G. M 119.0
High average for 3 games, Ittner, H. F.—G. F. C. A.—A 117.0

Section B

Week Ending February 25—At Aurora and Hamilton Alleys

Team	Games Played	Won	Lost	Per Cent.	Average
Adjustment Division	36	27	9	.750	476
Motive Power	36	23	13	639	474
Auditor Merchandise Receipts—Team D	36	18	18	.500	481
Car Service—Team A	36	17	19	472	465
Car Service—Team B	36	12	24	333	443
Valuation Department—Team B	36	11	25	.306	439

High score for 1 game, Smith—Motive Power 149.0
High average for 3 games, Smith—Motive Power 120.1



Safety and Welfare Rally at Cleveland a Big Success

ON January 31, the Cleveland Division staged a joint Safety and Welfare Association Rally, which created a precedent in the history of Baltimore and Ohio social affairs in this district.

The Winston Hotel ball room was secured for the entertainment. There were about 1800 people crowded into the hall and balcony, with at least 200 people on the mezzanine floor who were unable to secure seats or standing room to view the entertainment. The employes of the C. T. & V. Division turned out en masse, a special train having been operated from Valley Junction and collecting employes at all C. T. & V. Division points. Our Welfare League of Akron had a good representation present, and their organization song, "Akron," composed and written by their amiable and successful poet, John B. Drake, was heard for the first time.

The program was opened with the song "America," sung by the entire audience. Dear to us all, it placed the audience in a resceptive and appreciative mood for the numbers to come. C. C. King, brakeman, Cleveland Terminals, possessing a splendid baritone voice, sang "The Tumble Down Shack in Athlone," and as an encore, "Drifting." Arthur D. Gans, the "Safety" magician, then entertained and amazed those present with some cleverly executed tricks. The duet, "Wishing Moon," rendered by Miss Stahlnecker, soprano, and Miss Cartwright, contralto, was highly appreciated. As an encore, they sang "Whispering Hope." Both of the girls possess strong and well cultivated voices. Miss Hilda Hinger gave a graceful interpretation of the ballet dance, with a "buck and wing" dance as an encore. L. N. Roller, freight representative, Assistant General Freight office, sang a tenor solo, "Tell Me Little Gipsy" and "Somewhere a Voice is Calling." In addition to possessing a fine tenor voice, Mr. Roller is an accomplished musician and played his own accompaniment for his last solo.

Following this, the words of "There's A Long, Long Trail" were flashed on the screen and all sang it with spirit. John T. Broderick, superintendent of Safety, gave an interesting and instructive address on Safety.

Dancing was then engaged in until a late hour, music being furnished by a splendid orchestra under the management of J. E. Cavanaugh, one of our yard conductors.

The Safety motion picture, "Bulletin 70," proved to be interesting and educational, and the examples of unsafe practices indulged in by careless employes told a detailed story of just what the Safety Department has had to fight and its accomplishments in the way of accident prevention.

Much of the success of this entertainment can be attributed to the committee, composed of representatives of the Welfare Association, who worked diligently and unceasingly to that end. J. A. Schuerman, coal freight agent, acted as stage manager, and to his efforts can be attributed the business-like manner in which the performance was staged.

And At Lorain

The program was repeated at Lorain on the following night, and, in addition, the "Magnolia Quartet," composed of local Baltimore and Ohio employes in Lorain, entertained those present with several fine songs. The entertainment was held in the high school auditorium, which was packed to capacity. A special train was run from Dover to Lorain, picking up employes along the whole C. L. & W. Division. Immediately after the entertainment, a dance was held in the Chamber of Commerce Ball Room.

Too much praise and credit cannot be given to those employes who put forth their time and effort to make this rally a success. We believe that such a rally is without precedent in this district; it was a Baltimore and Ohio employes' affair from start to finish, and our employes acquitted themselves well.

We, the employes at Cleveland, are proud of the showing we made and intend to establish this successful rally as a standard for our future social affairs.



A good "flash" made at the Akron Welfare meeting



Three Cleveland girls who scored big hits as entertainers at the Safety Rally. Left to right: Miss Stahlnecker, clerk, Freight office, star soprano; Miss Eglie Cartwright, clerk, Freight office, and Miss H[illegible]la Hinger, toe dancer

There is one feature of the entertainment which we do not want to overlook—the splendid introductory address made by our esteemed superintendent, Mr. Green, when he introduced Mr. Broderick.

We might also state, and frankly, that no committee was ever given better support than that afforded this committee by Superintendent Green and Trainmaster Batchelder.

Wilmington's Valentine Party

By Charles W. Hamilton
Assistant to Cashier

ON the evening of February 8, nearly 100 railroaders met for the second of a series of "Get together" meetings now being held at Wilmington. The Philadelphia and Reading Depot building was the place, this time under the auspices of the employes of that railroad and in charge of Mr. F. J. Vasey, freight agent.

The waiting rooms at the station were tastefully decorated. A fine orchestra supplied music for the dancing, and many popular and patriotic songs were sung. Various contests were held and prizes awarded; speeches were made, and delicious refreshments were served. The giving of favors was also another feature which caused a good bit of merriment.

The Baltimore and Ohio Freight office employes came out in full force, under the leadership of Freight Agent and Mrs. A. D. White. There were also a few Pennsylvania employes present, and one guest from our offices at Pier 22, Philadelphia, Mrs. Alice Hamilton.

One of the splendid features of this meeting of railroad employes was an address, made by one of the speakers, and relative to present railroad conditions. He said that he believed that those present favored the meeting of such issues as the labor question and operating conditions in a spirit of fairness and moderation, with a willingness to modify faults in the agreements now in effect, in the spirit of true American citizens. The address was indeed an inspiring one to all who heard it.

The photograph on page 49 was taken at the meeting. Those in the picture are:

Left to right, front row: Samuel Green and F. J. Vasey, P. & R. employes; three members of the orchestra, and James Bradley.

Second row: Milton Ferguson, P. & R.; Mrs. F. J. Vasey, Mrs. Ermentrout, Mr. and Mrs. E. E. Townsend, Mrs. M. Alice Hamilton, Pier 22, Philadelphia; Charles W. Hamilton, Mrs. Samuel Green and son, Miss K. August, P. & R.; Mrs. Jennie Wright, P. & R.; Mr. and Mrs. A. D. White, Miss Ruth McCollum, P. & R.; Mr. and Mrs. J. H. Davis and daughter; H. B. McCollum, P. & R.

Third row: Miss E. Z. Pugh, D. H. Hendricks, Miss K. Collins, all of P. & R.; Lawrence Weldin, Charles O'Neill, Miss R. Ford, P. & R.; Miss M. Freeburg, S. Brooks, P. & R.; Miss C. McNally, H. Grant, Mrs. H. Pierce, Mrs. M. Freysinger, Miss M. Crumlish, Mrs. R. Gray, Charles Derrickson, Penna. R. R.; Mrs. Charles Derrickson, P. & R.; L. Polotsky, J. M. C. Milane, P. & R.; Mrs. G. E. Knoth, Edward Knoth, J. M. Wamples, J. O. Lambson, James Davis.

Back row: Miss A. Monahan, P. & R.; M. J. Lawless, Edward Darragh, Miss E. Pisher, W. T. Sawyer, P. & R.; Miss M. Carroll, P. Kendall, P. & R.; Miss Murphy, Miss E. Townsend, R. Kendall, P. & R.; Mrs. R. Hackett, R. Hackett, Miss R. Merrick, P. & R.; Miss M. McCoy, P. & R.; Miss A. Clements, J. A. Caban.

Akron's Second Party

ON January 28, the second party of the Baltimore and Ohio Welfare League of Akron was held in the ball room of the Elks' Club. A splendid musical program was given by Drake's Orchestra, I. M. Grice, N. B. Chalfant, and the Misses Kathleen and Marie Enrich. C. M. Groninger, district freight agent, presided at the meeting, and after a short talk introduced D. F. Stevens, superintendent at New Castle, who made a splendid address. All had a fine time, and every one in the employ of the Railroad at Akron is anxiously awaiting the next party which is to be held in the Akron Armory on February 25.

There's a Profit in Chickens for Those Who Like Them

By Charles E. Weakley, Jr.
Department of Agriculture of West Virginia

The belief that a hobby, other than the business hobby, makes life happier and more complete for most men, has often been expressed in these columns. It is as necessary for the success of the hobby that one be interested in it, however, as it is for the success of business that one be interested in it. Poultry husbandry has a great deal more to it than most people think and to one who likes it, it offers a delightful avocation. It is with the belief, therefore, that many of our railroad men can get a lot of fun and quite a little profit out of a backyard poultry plant, that the accompanying article is printed. It was written for the MAGAZINE *through the courtesy of Mr. J. H. Stewart, Commissioner of Agriculture of West Virginia and formerly agricultural agent of the Baltimore and Ohio Railroad*

A SMALL flock of chickens will do wonders in supplying the family with fresh eggs and meat at small cost, and their care will provide an enjoyable feature of the household routine. With good care a dozen pullets will produce sufficient eggs for the average family when fed the table scraps supplemented with a small amount of grain. To make poultry raising a success it is necessary to provide comfortable quarters, clean water and proper feeds. With these conditions fulfilled, almost any pullet will give a good account of herself, but, of course, the better the breeding the better the results.

The House

Comfortable quarters consist of a well ventilated, dry house, which is reasonably warm in winter and cool in summer. The shed-roof open front type is easily constructed and well adapted to the needs of the backyard poultryman. It should face south or southeast, care being taken that it is perfectly tight except in front, and draft-proof (see illustrations). The size of the house will depend entirely on the number of birds to be kept—four to six square feet of floor space should be allowed for each bird. The larger the flock the less floor space per bird will be required, as each fowl has the whole house in which to excerise. Also the large breeds will require more room than the small breeds, such as the Leghorns.

The interior equipment, consisting of perches, droppings-board, nests, hoppers and water pan, should be elevated about two feet from the floor so the total floor space is available for the use of the fowls. The droppings-board with perches eight inches above is placed along the back of the house, allowing about eight inches of perch for each hen. The openings in the front should be covered with one inch mesh poultry wire to confine the fowls when the windows and curtain are open. The muslin curtain, which should be tacked to a frame hinged at the top to open inward, is put down only during very cold weather or during a storm which might beat in and wet the litter. The windows should open outward to increase the ventilation when necessary.

During the winter an outside run is unnecessary, but the fowls will do much better in the late spring and summer if they have access to a run, preferably provided with shade. If the house is of proper size for 10 layers, do not put in 15 and expect good results. Overcrowding is often responsible for a loss not only in egg production but also in fowls and must be guarded against by the beginner. The droppings-board should be cleaned every few days and sprayed occasionally with a solution of coal tar disinfectant to keep down the mites. When the litter gets cut up and contaminated with droppings, it should be removed and replaced, preferably with wheat straw. A good coat of whitewash once or twice a year helps wonderfully to keep down disease and brighten up the interior. One of the best and cheapest disinfectants is sunshine and the house should be planned so as to admit the largest possible amount of sunlight. The run must be limed and spaded often, especially if small.

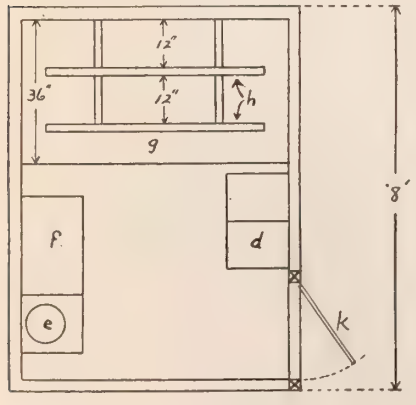
Water and Feed

Lack of water frequently cuts down egg production and while fowls may not suffer physically if they have access to water only a couple of hours each day, yet it is practically impossible for them to consume a very large quantity of grain without drinking freely, and heavy feed consumption goes hand in hand with heavy egg production. Even though another beverage—buttermilk or sourmilk—is before the fowls, fresh clean water also should be accessible constantly during the time they are off the roost.

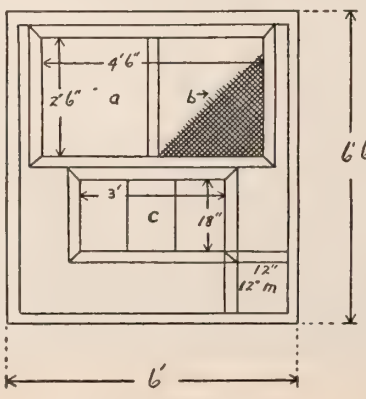
Any feed which supplies the necessary ingredients for body requirements and egg making can be used. A good mash may be made from two parts corn meal, one part wheat bran, one part wheat middlings and one part meat scraps or in place of this mash, some of the better grades of poultry feeds may be used. The cost of these ready mixed feeds will be found to be about as low as the home mixed product and their purchase avoids the necessity of procuring a number of separate ingredients and mixing them.

Any worth while saving in the cost of feed should not be neglected, but one should make sure that the egg production is not decreased by the use of cheap feeds. For a small flock, the table scraps of the ordinary family will do a great deal towards cutting down the feed bill. The floor of the house must be covered with litter and the scratch grain fed in it to induce excercise—one fourth in the morning, one fourth at noon and the rest at night is a good method. The mash can be fed either wet or dry, the latter probably giving the most satisfactory results when placed in a hopper accessible to the birds at all times. Grit and oyster shell must be put in an open container. The table scraps may be fed in the middle of the afternoon or immediately after every meal. Musty or mouldy feed causes disorders in the digestive tract and must not be used.

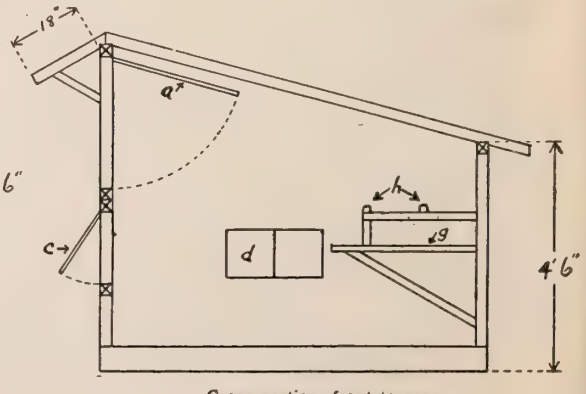
PLAN FOR MODEL CHICKEN HOUSE



Floor plan



Front elevation



Cross section, front to rear



Prize Winning Supervisor O'Brien and the men who helped him bring home the bacon

How to Start

The back yard flock can be started by buying pullets in the late summer or early fall, buying the eggs and hatching them under a hen or in an incubator, or buying day old chicks in the spring. In case the last method is decided on, it will be necessary to have some brooding device ready when the chickens arrive. Twenty-five or 30 can be taken care of with a home-made brooder if they are looked after carefully, but a larger number will require one of the numerous types of brooding devices. A good type of home-made brooder is a gallon jug filled with hot water placed in the middle of a box and covered with a cloth which sags down so as to touch the chicks backs. Cut a hole in one end of the box to allow the chicks to run in and out. The water in the jug must be kept warm.

The least expensive and frequently the best way is to purchase a couple of setting hens—the American breeds making the best mothers—and good hatching eggs of the breed desired. The hen serves the dual purpose of incubator and brooder and will give excellent results if looked after a little. The mother hen must be dusted with a good lice powder before the eggs hatch and when the chicks are two or three days old their heads should be greased with a little lard to kill head lice, and a little of the grease rubbed under the wings of the mother hen. Lice quickly sap the vitality of little chicks and finally kill them. If the chicks become stunted in their early life the resulting pullets will not only mature slowly, but will not be very profitable as layers.

Poor incubation, improper brooding temperature, wrong feeds and feeding methods and insufficient exercise cause stunted chicks. Care must be taken not to keep too many fowls in too small quarters or on too limited an area. This cannot be emphasized too strongly as it will result in sure failure. There can be no hard and fast rule laid down as to the number of fowls that can be kept on a certain size yard, a great deal depending on the operator and equipment at his disposal.

Any one interested in back yard poultry keeping can secure free of charge some very interesting and instructive bulletins by simply writing the Department of Agriculture at Washington for them.

Road Supervisor O'Brien and His Men Celebrate Their Victory with a Banquet

ON January 12, at 6 p. m., at the Railroad Y. M. C. A., Toledo, Ohio, about 25 men, representing the various towns along the line of the Toledo Division, sat down to a sumptuous banquet given by William O'Brien, road supervisor, Toledo Division.

These men came to Toledo as the guests of Mr. O'Brien, who, for the fourth consecutive year, has been awarded the $100 prize given to the road supervisor having the best division. The territory between Toledo and Cincinnati is divided into five divisions. The award is decided by a machine which, when taken over the track in the officials' car, registers the defective pieces of track. The piece of track showing the least defects is the one that draws the annual prize. The fact that Mr. O'Brien and the men under him have captured this prize for the Toledo Division for four years speaks well for the work they have done. The division showed 97 per cent. perfect track. They also took the prize of $50 which was offered for the best section. The foreman for this section was Frank Dilsaviour, Columbus Grove.

The following towns were represented: H. E. King, Cairo; Joseph Wessel and John Wessel, Ottawa; A. Flickenstein, Leipsig; H. Blanckmeyer and George Meyers, Deshler; John Weaver, Custer; Richard Heminger, Weston; Carl Sheriff, Tontogany; William Van Scoter, Haskins; J. E. McCullough, Perrysburg; B. F. Beckman, Findlay; John Castner, McComb; J. S. Curry, North Baltimore; B. C. McCann, Bowling Green; Frank Dilsaviour, Columbus Grove; George King, John Poppoff, Edward Woodruff and Steven S. Tinio, Toledo.

R. E. Chamberlain, Dayton, division engineer; J. W. Kelly, assistant superintendent, Toledo; Dr. Hutcheson, Lima, division medical examiner; and M. L. Piper, executive secretary of the railroad "Y," were other guests at the banquet.

The dinner was furnished by the restaurant management and a committee of ladies served. The after-dinner program consisted of short talks by various guests of the occasion.

The accompanying photograph shows the men who attended the banquet.

Left to right, front row: Section Foremen Joseph Wessel, R. Hemminger, A. Flickenstein; Engineer R. E. Chamberlain, Supervisor W. O'Brien, Section Foremen George King and N. Stano. Second row: Section Foremen Carl Schreff, John Wessel, George Meyers, J. Weaver, B. C. McCann, J. S. Curry, J. Poppoff. Third row: Section Foremen H. E. King, John Castner, William VanScoder, E. Woodruff, B. F. Beckman, H. Blankemeyer, J. E. McCullough, F. Dilsaviour.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. Graham	Operator	Kanawha Station, W. Va.
J. H. Coulbourn	Passenger Baggageman	Philadelphia, Pa.
George G. James	Conductor	Baltimore, Md.
John F. Wunner	Clerk	New York, N. Y.

Motive Power Department

L. A. Cather	Machinist	Fairmont, W. Va.
W. D. Lenderking	Plumber	Baltimore, Md.
D. J. Reid	Machinist	East Chicago, Ind.
H. W. Oldenburg	Car Inspector	Cincinnati, Ohio.

Maintenance of Way Department

Ira E. Baker	Section Foreman	Kanawha Station, W. Va.
J. S. Price	Account Clerk	Newark, Ohio.
F. A. Taylor	Master Carpenter	Cumberland, Md.
Henry F. Eggert	Track Foreman	Pleasant Plain, Ohio.

Statement of Pension Feature

Pensions have been granted to the following employes who were honorably retired during the month of January, 1921.

Name	Last Occupation	Department	Division	Years of Service
Anderson, Edward B	Conductor	Conducting Transportation	Baltimore	47
Durham, Lon	Engineer	Conducting Transportation	Indiana	46
Fryer, Robert H.	Conductor	Conducting Transportation	Pittsburgh	29
Gilmore, Eugene T.	Carpenter Foreman	Maintenance of Way	New Castle	41
Hair, John	Special Engineer	Maintenance of Equipment	All	43
Johnson, Joseph F	Engineer	Conducting Transportation	New Castle	36
McElligott, James M.	Engineer	Conducting Transportation	New Castle	38
Powell, George I.	Carpenter	Maintenance of Way	Pittsburgh	28
Schwartz, August	Cooper	Warehouse	Cincinnati	16
Squires, Thomas	Conductor	Conducting Transportation	Chicago	34
Whyte, James G.	Checker	Conducting Transportation	Wheeling	26
Williams, Charles F.	Operator	Conducting Transportation	B. & O. C. T.	27

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1920, $342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to December 31, 1920, amount to $4,262,520.60.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Eyerly, William S.	Crossing Watchman	Conducting Transportation	Baltimore	January 26, 1921	36
Gordon, Newton	Clerk	Conducting Transportation	Indiana	January 11, 1921	34
Greiner, Jacob	Hostler	Motive Power	Philadelphia	January 22, 1921	37
Hill, Joseph	Engineer	Conducting Transportation	Ohio	December 26, 1920	42
Smith, John A.	Foreman	Conducting Transportation	Cumberland	January 21, 1921	37
Watts, Nathaniel	Watchman	Conducting Transportation	Baltimore	January 7, 1921	55
Wright, Joseph T.	Car Builder	Motive Power	Baltimore	January 1, 1921	44

Pensioners' Roll of Honor

Oh, blest retirement! friend of life's decline—
Retreat from care that ever must be thine;
How blest is he who crowns, in shades like these,
A youth of labor with an age of ease.

GOLDSMITH—"The Deserted Village"

E. A. Durham

E. A. Durham, better known among railroaders as "Lon" Durham, was born at Wilmington, Dearborn County, Ind., on November 26, 1853. At the age of 18 he began his railroad career as a helper in the brass foundry of the Ohio and Mississippi Railway Company. Here he worked until the shops were moved to Seymour, Ind. At Seymour he worked as blacksmith helper, under Foreman Harry Jeffries, until November 11, 1874, when he was made fireman of a local freight engine between Seymour and Storrs. In this capacity he worked under his brother Theodore. On August 31, 1881, Division Master Mechanic Arthur Donaldson promoted him to freight engineer. (At that time there was no general master mechanic or road foreman of engines.) In 1893, Mr. Durham was promoted to passenger engineer and assigned to that section between Cincinnati and Louisville. This position he held until his retirement, at his own request, on November 20, last.

Thomas McDermott

Thomas McDermott, pensioned conductor and disciple of Safety, was known in his early days as "Tom," or "Tiger." His father, Thomas McDermott, Sr., was a Baltimore and Ohio pioneer who came fresh from the Emerald Isle, took service at Baltimore and drove by ox-team with a party of engineers to Grafton, W. Va. He, too, was retired on a pension after a half-century of service with the Railroad. His grandson, John M., son of the man of whom we are writing, is now industrial agent at Chicago; his brother, William, was telegrapher for a number of years. The combined years of service of the grandfather, son, and two grandsons are nearly a century and a quarter.

"Tom" McDermott carries many a reminder of old methods of coupling in the scars on his fingers and toes, and recalls many a narrow escape during his years of service. He began his railroad career 42 years ago, entering service at Grafton, W. Va., as engine wiper—that much begrimed and oft maligned urchin who formerly manicured the "iron hoss" and whose ilk is fast disappearing. Later he became helper in the brass foundry at Newark, Ohio, then fireman, brakeman, and conductor. The latter position he held until his retirement.

Thus passeth the old school who knew not overtime, air-hose, nor patent coupler, but who could race along the icy running boards and "wind 'em up" with a pick handle, or deftly "string 'em together" with link and pin, and who, while the old black coffee pot in the caboose held a savory cup, faced the elements cheerfully until a stop gave the opportunity to test the steaming strength of its contents.

Then came the way-bill, the hot-box, and the train order; now the book, the easy chair and the apple.

Eugene T. Gilmore

Eugene T. Gimore, who holds a continuous service record of 41 years 4 months and several years additional, was born in Salmon Falls, New Hampshire, on September 14, 1846. At the age four he went with his parents to Ohio. At 17 he enlisted in the Union Army and at the end of the Civil War came to the Baltimore and Ohio as bridge carpenter. He helped to build the Painesville Branch between Painesville and Chardon. Two years later he left the Baltimore and Ohio to work for the Lake Shore, but after three and a half years he returned to his old job. In 1879 he was made foreman; in 1888, division foreman; in April, 1907, carpenter; in 1917, foreman. In this capacity he served until he was pensioned, January 4, this year. Mr. Gilmore says:

"I have been granted only one leave of absence during my period of service and that was for five days only. Never have I failed to complete satisfactorily any piece of work given me to do. Never have I failed to respond to an emergency call, day or night. Have more than made good every working day during my time of service by night and Sunday work."

All honor to Mr. Gilmore and our other loyal veterans of the rail.

B. L. Hardesty

B. L. Hardesty, conductor, Cumberland Division, who has just been pensioned, was born on January 24, 1856. He first entered the service of the Company as water boy, when Thomas Carr, camp foreman, and Engle Malone, supervisor, were handling the building of the double track at Snowy Creek Grade. He then worked with pick and shovel for a few years and started braking on October 9, 1878. He was promoted to conductor on January 12, 1889, and on his second trip in this capacity lost the first joint of his index finger while making a coupling with the old link and pin. He continued as a conductor until he was pensioned.

Mr. Hardesty owns an attractive and comfortable home at Mountain Lake Park, Md., and is proud of the fact that he is the father of a family of Baltimore and Ohio employes. His first son, Thomas B., now deceased, was a fireman at 16 and an engineer before he was 21. William is a machinist at Cumberland and Charles is a yard brakemen at Keyser. His youngest son, now 7, wants to be a railroader too, and Mr. Hardesty hopes that he will be able to duplicate his daddy's record of 48 years' service.

Philip A. Drum

Philip A. Drum was retired on December 30, 1920, after having been in the service of the Baltimore and Ohio for 31 years.

Born on a farm on February 21, 1852, he began farm work at the age of 12 years. On October 14, 1890, he obtained employment with the Baltimore and Ohio as laborer in the saw mill at Newark, Ohio. After working in this capacity for four years he was promoted to mill machine hand.

In June, 1895, the saw mill was transferred to Zanesville. Mr. Drum was also transferred to that point and continued working as mill machine hand until the flood of March, 1913, when the shops were discontinued and Mr. Drum was again transferred to Newark, where he worked until he was retired.

Joseph F. Johnson

Joseph F. Johnson, pensioned yard engineer, was born in Morgan County, Ohio, on November 26, 1847. His early life was spent on a farm. He enlisted for service in the Civil War at the early age of 15, in the Fifth Independent Battalion, Ohio Volunteer Cavalry, and served until the end of the Civil War in the Twenty-second Corps, under General Sherman. Most of his time during the period of the war was spent in Kentucky.

He was mustered out in Cincinnati in 1865 and entered the service of the Cleveland and Pittsburgh Railway, now a part of the Pennsylvania System. Several years later he took service with the Panhandle Railroad as brakeman, leaving in 1870 to return to the Cleveland and Pittsburgh as fireman. Later he was promoted to fireman on that road. In 1877 he entered the service of the Allegheny Valley Railroad as engineer, leaving their service in 1884 to go with the Pittsburgh and Western Railroad (now a part of the Baltimore and Ohio) as yard engineer. He held this position until pensioned in January of this year. Mr. Johnson was commended at one time for action taken in averting the collision of two passenger trains.



RECENTLY PENSIONED EMPLOYES

Left to right, top row: Joseph F. Johnson, Lou Durham, P. A. Drumm, Eugene T. Gilmore. Bottom row: James G. Whyte, Thomas McDermott, John M. Ellis, B. L. Hardesty

Daniel Swepton

The accompanying photograph shows Daniel Swepton, Illinois Division, who on December 20 was placed on the Pension Roll.

Mr. Swepton was cabinetmaker, Motive Power Department, Washington, Indiana. He entered the service of the Baltimore and Ohio at Zaleski, Ohio, on May 15, 1864, as car repairer. Later he held the positions of carpenter, patternmaker, car builder and cabinetmaker.



Daniel Swepton

John M. Ellis

John M. Ellis, pensioned baggageman, Willard, Ohio, was born on December 22, 1854. He entered the service of the Pittsburgh and Western Railroad at Allegheny, Pa., in 1881, as freight brakeman. At this time the track was of the narrow gauge type, being only about three feet wide. The trains were often known by the names of the conductors, such as "Bill Nichols' Train," the one train which hauled all freight cars at night, such as empty gondolas to the mines; another train, the day local, on which Mr. Ellis worked, was known as the "Market Express." Some of the duties of a brakeman in those days are explained by Mr. Ellis.

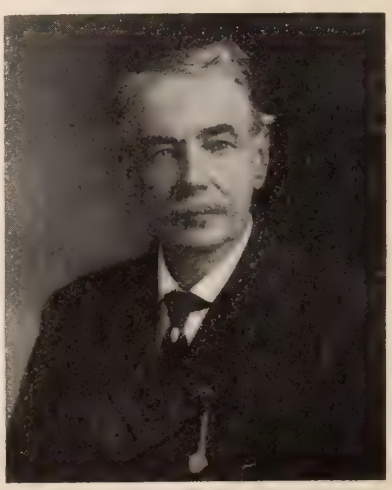
"Cars were coupled by link and pin; the trains controlled entirely by hand brakes. Not having sand on the locomotives, the brakeman was often required to place soft sandstone on the rails all the way up the main grade, so that the engine tender, backing up, would crush the stones, thus sanding the rails for the driver. There being no coal tipples, the brakeman was required to coal up the engine at the coal bins at the eastern end of the division with a supply sufficient to last the round trip."

On July 1, 1893, Mr. Ellis was promoted to freight conductor and remained in that capacity for over 15 years. He was then promoted to passenger conductor and held that position until 1912, when he was disabled by an accident to this train. Two years later he was reinstated as baggagemaster and remained in that capacity until he was retired.

James G. Whyte

James G. Whyte, pensioned on January 13, this year, was born at Wheeling, W. Va., on November 19, 1855. He attended

(*Continued on page 40*)



W. F. Dayton
Veteran Engineer, Newark Division
(Record of his remarkable career was published in the February Magazine)

¶Some employes making "Baltimore and Ohio" synonymous with railroad courtesy—Join their growing ranks!

Pleased with Passenger Service, He Directs Freight Over Baltimore and Ohio

ST. CLEMENT'S RECTORY
642 DEMING PLACE
CHICAGO, ILL.
December 27, 1920

MR. J. F. MCWILLIAMS,
Chicago.

My Dear Friend:

On my recent trip to Baltimore, I went by way of the Baltimore and Ohio, at your suggestion. I know you are anxious to learn whether in view of my experience I share your enthusiasm for Baltimore and Ohio service. I think you will find the happiest answer in the fact that now about to sail for Europe, I am going to New York over the Baltimore and Ohio. I find its service all that could be wished for.

With every good wish, I am,
Sincerely yours,
(Signed) F. C. REMPE.

As a result of his pleasant experience with our passenger service, Monsignor Rempe was instrumental in obtaining for the Baltimore and Ohio three of seven or eight cars of old clothing sent to Central Europe for relief work, as follows:

P. R. R. 42420—26,900 lbs.—$418.13
B. & O. 190220—28,250 lbs.—$545.25
B. & O. 172642—29,860 lbs.—$461.30

Galli-Curci's Managers Write:

"Best Dining Car Service We Have Received This Season"

EVANS AND SALTER
Fifth Avenue at 44th Street
New York
Managers GALLI-CURCI.
January 29, 1921.

MR. E. V. BAUGH,
Superintendent Dining Cars,
Baltimore and Ohio Railroad,
Baltimore, Md.

Dear Sir—We desire to add a word of praise for the service which we received on the dining car on train No. 12, Tuesday, the 25th, from Parkersburg, W.Va., to Cumberland, Md. Our entire party made this trip and we must say that the service was the best that we have received at any time during the entire season. We knew that you would be interested to learn of this marked efficiency. Mr. H. H. Fisher was in charge of the car.

Yours very truly,
(Signed) EVANS AND SALTER.

He Always Liked Our Freight Service—Now He Boosts Our Passenger Service as Well

THE CORNO MILLS COMPANY
NATIONAL OATS COMPANY
ST. LOUIS
November 19, 1920.

MR. W. F. BOLLMAN,
District Freight Agent,
Baltimore and Ohio Railroad,
Saint Louis, Missouri.

My Dear Bollman—While the Baltimore and Ohio has always been our preferred freight route to the East, and has handled thousands of carloads of our freight, I personally haven't ever regarded it as much of a passenger line, and have always very religiously passed it up when I had any traveling to do.

Accordingly, when in Washington some few days ago, I went to the ticket office when ready to come home and, as usual, tried to get accommodations on another line. I found there were no lowers left, and was about to take an upper when I recalled that you had recently remarked that I was missing a treat in not trying your passenger service; so, finding that I could get a lower on the Baltimore and Ohio, I took it, and wish to acknowledge that it proved to be a mighty good investment, and that I have been "off on the wrong foot" in turning up my nose, so to speak, at your passenger service.

Have done considerable traveling through all sections of the country, but I have never had a pleasanter or more satisfactory trip than the one back from Washington on the Baltimore and Ohio. It was thoroughly delightful. The scenery was beautiful, the roadbed good, the dining car service excellent, the train employes uniformly courteous and considerate, and—best of all—the train on time to the dot all along the way, which is better than your competitors have been able to do the last two or three times they carried me. I was much pleased with every phase of the journey, and shall hope to duplicate it next time I go East.

With kind regards, and best wishes, I remain,

Very truly yours,
(Signed) H. H. KENNEDY,
Secretary and Counsel.

Station Passenger Agent Newman Remembered the Golden Rule

LAST summer a Mr. and Mrs. Williams, eldely travelers from Minnesota, arrived at our station in Chicago and found that they had had their pockets picked of money, tickets and other valuables. Station Passenger Agent R. O. Newman heard of their plight, arranged for their accommodation at a hotel, wired to their folks in the West and explained their predicament, paying their expenses in the meantime out of his own pocket.

The result of his unusually thoughtful act is shown in the following letter:

THE PIONEER STORE CO.
BAUDETTE, MINN., September 1, 1920.

MR. R. O. NEWMAN,
Station Passenger Agent,
Grand Central Depot,
Chicago, Ill.

Dear Mr. Newman—The dear old couple whom you and others befriended arrived home safely this a. m. and I wish to join with them in extending our heartfelt thanks.

It was their good fortune to meet real men, whose generosity will never be forgotten. It seems that this is a pretty good world to live in after all. We enclose herewith the amount of money for which you are held responsible at the hotel.

Most sincerely yours,
THE WILLIAMS FAMILY,
By (Signed) J. L. WILLIAMS,
President.

If You Were Freight

By W. C. Bowhay

If you were freight,
And freight were you,
And you were changed about,
So freight packed you,
And marked you to ——,
But did not show the route,
The claims and files that it would make,
Would surely make me frown,
Because in getting you smashed up,
Our revenue would break down.

Women's Department

Edited by MARGARET TALBOTT STEVENS

My Treasure

When first I beheld her in apron of blue,
A smile on her lips, pearly teeth shining through,
Came the thought—how to meet her, to call her my own,
For a neighbor now claimed her—and I lived alone.

The days slowly passed ere I saw her once more.
Ah, had I the courage to have spoken before!
For this dainty Lizette—I had found out her name—
Was truly a treasure, to lose her a shame.

One morning I muttered a brave "Howdy do?"
The rest—it was easy; my vision of blue
Now visits me daily—for Lizette, you see,
Is a little black maid, who scrubs steps for me.

Stop, Look and Listen

A Safety Monologue on Matrimony

By Eulalie Cross Layer

(Given at the Safety Rally at Willard, Ohio, on February 2)

LET me introduce to you George Washington Ephraham Jones, colored porter at our local station, and more familiarly known to us as "Bones," who has been requested to tell us some incident pertaining to Safety First which has occurred at his place of duty:

Ladies and chilluns and what's commonly known as gentleman: When Massa Barniville comes into de depot and pat me on de back and says, "Bones, we all's givin' a Safety First meetin', and we wants our employes to come up to de Temple Theatre on de second day in February, and tell us some incident pertainin' to Safety First. You understand? Now you've seen 'nuff 'round here to fill a book and we wants you all to come up dar and tell us erbout it in youah own words."

(Who in de debbil's words Massa Barniville reckoned I'd be tellin' it in I ain't been able to figger out yet.)

"Sure nuff," Massa Barniville, says I, "ef you thinks I kin entertain them folks I'll be right thar."

"All right, Bones," says he, "we'll 'pend on you, only you be mighty careful and don't be tellin' any lies."

I didn't put up no argyment, but what on earth Massa Barniville meant by *me* tellin' lies, I don't grasp. Dere was one about a gold mine down in ole Kaintuck—but he says not to mention that up hyar, so I won't.

Now, folks, dere was one incident, happened right 'fo' my eyes which was 'bout as good as any Safety Fust sign 'Ive seen stuck up on de platform or on de right-of-way. You all rekollect dem young ladies what works up to de offices at de depot and at de shops? You all needn't blush, I won't be tellin' youah real names. Wall, der was one of dem young ladies, her name was—le's see, her name was—Mandy. That weren't it nohow, but we'll call her Mandy. Miss Mandy was 'bout the neates' pretties' girl in Willard, and she and Massa—Massa—Smith (that weren't it a tall, a tall) was very much in love. I saw it comin'. He were a employe too, but somehow he'd always manage to be down in de baggage room 'bout de time Miss Mandy come from her work and fust thing you knowed they'd be trottin' off down de platform together.

Things was goin' pretty smooth and all de rest of us employes was waitin' fer de weddin' bells, etc., when what'd Massa Heller do but hire a nice lookin' young feller to sell tickets in de depot. He was tall and black haided, but he didn't have a mite o' pep; stood 'round all de time he was off duty with one of dem dere coffin nails hangin' from his mouf. But 'fore you knowed it, him and Miss Mandy was takin' to each other jist like 'lasses takes to griddle cakes and findin' 50 excuses ever day to see each other. Things was lookin' pretty black for Massa Smith, who stood around lookin' a thousand years old and mad 'nuff to refuse chicken fer a Sunday dinnah.

Atter awhile Miss Mandy couldn't see nobody but dis ticket office puson and neber even had a smile for Massa Smith. I tell you it got pretty pitiful.

I kep' thinkin' on it till 'peared to me I'd have to stop one of them young fools and say, "Look'e hyar, hadn't you bettah 'Stop, Look and Listen'?" But I know dat Bones wouldn't dare cut on sich didos in Willard. I got to figgurin' how I could p'ison dis ticket office pusson, or shove 'im in front of numbah 7 some fine mornin'.

Seems to me love's lak a melody. Soon's a fellah gets sharp fer a gal or starts sendin' her a note, she knocks 'im flat by tellin' 'im not to be playin' 'round. Leastwise we all got to spectin' weddin' bells of a different chune.

One evening' 'long 'bout five o'clock, jist when dis ticket office pusson was waitin' fer Miss Mandy to come from her work, hyar comes a stock train out on de New Castle Division, and on top ob one of de cars, most likely ketchin' a ride in from de hump, was Massa Smith. I'se hopin' he wouldn't look dat way and see Miss Mandy goin' home with dat good fer nothin', but sure as you live, right dat minute come Miss Mandy out ob de entrance with her arms full of mail.

Mah eyes was so full of her and Massa Smith dat I neber saw nothin' else 'till somebody hollered, "Look dar, dat lad'll git killed!" I looked. Sure 'nuff, right down below de depot where de Lake Erie crosses de New Castle Division, dere was a little tike, not more'n eight or nine years old, what had caught hold ob de hand grip on one ob de cars.

I knowed he neber could hold on and I could jist see him cut into a thousand pieces. I guess we all did, but we jist stood thar paralyzed like ez though dere warn't nothin' we could do. By this time dere was seben or eight of us standin' in a row with our moufs open, and Miss Mandy were one ob dem.

All of a suddent I looks up. Dar were Massa Smith, he'd seen de kid too and was tryin' to crawl over de cars to git to him afore he was dragged under. I neber tuk my eyes off dat lad, an' I don't know how Massa Smith done it, but 'fore you knowed it he'd crawled ober the top of one car and half way down de side, lifted dat kid, fust by his arms den by his body, up to de top ob de car; and de last we saw ob dem de



Mrs. Eulalie Layer
Who gave a clever reading at the Safety Rally at Willard

kid was wavin' to us from where he was sittin' 'side Massa Smith, who looked powerful white, but safe and sound jist de same.

Miss Mandy am de kind what would be turrible 'shamed to faint in front ob a crowd, and she didn't. But I seed she was mighty pale and I knowed I heard her sob when she told this ticket office pusson dat she'd rathah go home alone tonight!

Long 'bout four o'clock next day here comes Massa Smith saunterin' in. He walks up to me an says in his old time way, jist as if it hadn't been six or seben weeks since he'd been dar, "Hello Bones, how you comin'?" Weren't much, were it? But I knowed things was alright with him and Miss Mandy just as if he'd said so. And sure 'nuff they was. He waited. Long 'bout five o'clock we heard her comin' down de stairs and it seemed to me her step was different—and I *knowed* her *voice* was—when she said, "I'se ready Walter, are youah comin'?"

I knowed dat kid didn't hab no right on de platform and I've chased him off a dozen times since, but I neber did have de courage to say nothin' 'bout him stealin' a ride on dat particular day. Seemed like it were Providence. You'd thought so too if you'd heard them weddin' bells and we didn't have to wait long neither.

Funny, ain't it, when a pusson "Stops, Looks and Listens," all his life 'bout matrimony he's so powerful anxious to see other folks get coupled up?

But you jist 'member this: his name weren't Massa Smith and her'n weren't Miss Mandy.

Cooperation

By Marie L. Blackwell

General Freight Office, Chicago

IT HAS long been a thought in my mind to analyze the business natures and characteristics of my fellow workers by associating them with duties.

A wonderful opportunity presented itself to me when I considered our employment with the Baltimore and Ohio Railroad. One of the first impressions was a statement made by a member of this organization: "A mistake committed once is excusable, for we all make mistakes, but a repetition is stupidity; this is inexcusable." Why not strive, therefore, to keep from making the first, so that the second will be impossible.

A passing conversation exchanged with another member, on the much talked of subject, "Cooperation," gave me food for further thought. When an employe is really desirous of getting ahead by climbing the ladder to success, he must first bear in mind the true principles of the concern with which he is employed, giving it the best there is in him; the good results then take care of themselves.

We, as employes, owe to our firm cooperation. This cannot be attained unless we, individually, reflect this characteristic, and we cannot reflect it unless we put into practice—even in the smallest portion of our allotted duties—this simple art.

The powerful and sleepless forces of good thought are continually placing their influences over our work; this is neither to our advantage or to our disadvantage, depending entirely upon the weight we throw in the right direction. You, and you alone, can be the means of reaching the pinnacle of success, envied by the crowds but attained by few. Don't be overpowered by the crowd. I recall a saying worthy of note, "One for *good* is a majority." Be the majority in quality, for it is this that really counts. If you fail to learn, grasp or advance by lack of cooperation, try *by* cooperation—then watch the results.

An important point to keep in mind is that your superior in business is like a cloudless sky; if it were not for his clearer vision he would not be there. He has undoubtedly made the best of his knowledge and practice of cooperation. Just so long as you are contented not to cooperate freely with him, you can expect nothing better than failure as the ultimate result of your laxity.

Why are we desirous of success? We should be because it gives us an inward gratitude that our position in business is beneficial to others. We must succeed because our firm is successful. Why is it successful? Here are a few of the reasons:

1. It is an organization based on principles.
2. It is governed by law.
3. It is regulated by system.
4. It is cooperating with its shippers and employes in every possible way to further efficiency in transportation. As a result it is serving eight of the ten largest cities in the United States; making for increasing usefulness, a greater earning capacity and the upholding of true Americanism.

Now, let us sum up the whole. If you work for a firm, *work!* Don't play. If you are able to work, stand by your employer; give him your undivided support. If your wages are supporting you and purchasing your daily needs, thank your employer, don't abuse him. Stand pat and *boost.* If you cannot boost, do not knock, for when you knock your firm, you knock yourself, for you are a part of it. Quit your position, then knock to your heart's content. Continue this until you have found your head, then make a real dent in it.

"Can't," "I won't," "I forgot" fail to apply in business. Remember that Cooperation spells success, advancement pleasure, comfort, and that this secret is fully realized by putting into practice the adage: "The measure ye mete shall be measured back to you."

Dear Women Readers:

"In the Spring," said a man the other day, "a woman's fancy lightly turns to thoughts of house cleaning."

He was right, practically, if not poetically, for, at the first whiff of balmy air, the stenographer seizes upon her cleaning cloth and benzine can and attacks her typewriter vigorously; the clerk begins to clean out her desk, and everybody in the office gets the fever, while the poor file clerk shakes her head and sighs over the winter's accumulation of files which have just been sent down to her and for which she has spent countless moments in fruitless searching.

And the housewife comes in for a large share. Her brooms and brushes and pails and dust cloths are handled so dextrously and with such emphasis that the whole house is in an uproar, while cartoonists in the daily papers busy themselves with making funny pictures of husbands leaving home. And yet, these very same cartoonists will find excuses to get home early in the afternoons to mow the lawn and dig around the rose bushes.

However, I want all of those girls—and no matter the age, we're always girls—who have helped build up the Women's Department, to pause a moment in their sweeping and dusting while I thank them for their cooperation. And, speaking of cooperation, read the article in this issue, written by Mrs. Blackwell, of Chicago.

Just as an example of what girls can do if they try, there were 50 of the Baltimore and Ohio girls, of Baltimore, who gave their time, furnished their own costumes, and helped serve refreshments at the American Legion dance on February 8. Their pictures appeared in our February issue. I want to thank each and every one of them. Some of these did not take a minute for their own pleasure, but "stuck by" until it was time for the "ice cream man" to go home. Thank you, one and all.

Yours sincerely,

Margaret Talbott Stevens

Associate Editor

Frocks of Pronounced Smartness are Simple in Design

Dark Colors Emphasized in Impressive Models for General Wear—Crepe of Dull Finish and Brilliant Satin in Effective Combinations

By Maude Hall





AS FAR as clothes for general wear are concerned, women who appear the smartest this season are those whose frocks are designed upon the simplest models. In planning fashions for the new season, period modes have been quietly disregarded and the new offerings are the expression of good dressing reduced to such a fine art that chic effect, comfort and smartness are achieved without the aid of the styles of any other age than the present.

A cleverly simple frock of check serge is shirred at the waist, where the long kimono blouse and skirt are joined under a sash of black satin. The dress is made to slip on over the head and the front of the waist may be slashed at the center and rolled back to form a collar, or worn low with a convertible collar. The sleeves are three-quarter length and are opened at the back to disclose a facing to correspond with the sash and collar.

For daytime purposes also are the light weight duvetyns intended. The latest offerings are more durable than the original fabrics of that weave, and come in charming colors, brown, tan, dark green, Burgundy and henna being especially smart. Woolen homespuns and wool jerseys are also to be seen in a number of smart frocks. One youthful design in two-toned jersey closes on the left shoulder and under the left arm. At either shoulder in front are groups of small tucks, which run as far as the base of the square neckline, where they are released. Across the front of the dress, self-straps are stitched, secured at either end with small buttons. Large pockets, short sleeves and a sash girdle of jersey complete the little details that count so tremendously in the smart appearance of the design.

A dress of this type is ideal for development in the new cottons. Just now ginghams are to the fore, as some of the greatest dressmaking establishments of New York and Paris are featuring them in models for tropical use. In all of these ginghams, the variety in the shades of blue is interesting, color being one of the items of greatest interest. The blue featured includes the brilliant royal shade and the lighter tones of torquoise, corn-flower and sky blue. While there are many in solid color, there are also delightful striped and checked gingham. Decidedly novel is a new form of trimming for gingham and other checks in tub fabrics. Little squares of duvetyn are cut out and pasted on the designs which fit into the crossbar of the fabric, giving an effect similar to a heavy cross-stitching. Of course, the new trimming has not the laundering qualities of cross-stitch embroidery, but it is to be the same old story of cleansing by scientific processes rather than by soap and water, for the fashionable "tub" materials.

The vogue for daytime costumes of silk will give added prominence to taffeta. Unusually pretty is a model in two-toned taffeta, blue and henna being combined in the color scheme. The tunic blouse is slashed at the center-front and rolled back with the collar, which is faced with white organdy. Outlining the fronts and sides of the blouse is a simple embroidery executed in henna rope silk. Two-tone ribbon is used for the girdle. The skirt is attached to a fitted underbody made of lining.

Suitable for either silk or organdy is a maize taffeta frock with short-sleeved overblouse and gathered skirt. The blouse is cut away from neck to hem, showing a vest of rust color silk and the pocket-trimmed front of the skirt. Maise taffeta forms the girdle, which is tied sash-fashion at the back, the ends being picoted. Rust silk is used to face the sides of the overblouse, though for warm weather, organdy promises to replace taffeta and crepe de Chine for facing panels, tunics, etc.

Dull crepe and brilliant satin are combined in the development of a number of pretty daytime frocks. The crepe is usually of the sports type and forms the skirt, the satin being used for a blouse.

CHILD'S COAT No. 7673. Six sizes, 1 to 6 years. As illustrated, size 4 requires 1⅞ yard 36-inch material with ⅞ yard 36-inch contrasting material for collar facing and cuffs; or, of one material, size 4 requires 2⅜



35 cents for each of the above patterns



yards 36 inches wide; 2 yards 36-inch lining, making seam at center-back of lining. Made with inserted side sections having shirred tucks and a heading at upper edge. Large collar and fronts may be rolled high or low. Price, 20 cents.

CHILD'S EMPIRE DRESS. No. 7785. Three sizes, 2 to 6 years. Size 4 requires ⅝ yard 36-inch material for yoke and sleeves, 1⅝ yard 36- or 40-inch material for waist and skirt. Dress has square yoke with high neck finished with a turn-down collar; perforated for square neck. The two piece gathered skirt is attached to pointed Empire waist; the waist is slashed in front and finished to simulate pockets. Long one-piece sleeves gathered to bands and finished with turn-back cuffs; perforated for shorter sleeves. Price, 20 cents.

LADIES' DRESS No. 9330. Nine sizes, 34 to 50 bust. Width at lower edge about 1¼ yard. Size 36 requires 5½ yards 36-inch material, 1⅜ yard 36-inch lining. Three-quarter length sleeves or long one-piece sleeves sewn in the armholes of outer waist. Three-piece gathered tunic. Price, 35 cents.

Easter Bunnies

Mix well together 2 cups sugar, 1 cup butter. Add ¼ cup flour and 4 well-beaten eggs. Add 1 tablespoon vanilla, then flour enough to roll to a stiff dough. Cut with a rabbit cake cutter, bake in quick oven, and ice with following:

One pound XXXX sugar, moistened with cream, lump of butter of the size of an egg, flavor with vanilla and beat until creamy, adding pink vegetable coloring, if desired.

Dark Brown Serge Dress in One-Piece Design with Embroidery About Neck and on Pockets

A ONE-PIECE dress that answers all purposes of general wear may be effectively made after this model. It is trimmed with embroidery, placed about the neck and on the pockets, done in self-color silk. The sleeves are sewed into the arm-holes of a front-closing underbody, the dress closing at the left side. The two-piece gathered skirt is attached to the lower edge of the waist. Medium size requires 4⅜ yards 36-inch material, with 1 yard lining for the underbody.

In cutting the dress, the front and back gores of the skirt should be laid along the lengthwise fold of material, also the outer front of the waist, collar and vestee. All the remaining pieces of the pattern have the large "O" perforations laid along a lengthwise thread.

The underbody is made first, and if this is well fitted, it will materially help the lines of the dress. Close the under-arm and shoulder seams as notched, hem the front, plait at lower edge and stitch.

Take the sleeve, next, and plait creasing on slot perforations. Stitch, leaving slashed edges free and finish for closing. Gather between "T" perforations, close seam as notched and sew sleeve in armhole of underbody.

Plait lower edge of vestee, tack and adjust to position on right front of underbody front, with center-fronts and lower edges and large "O" perforations at shoulder edges even. Finish left side of vestee for closing.

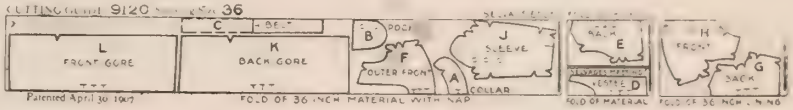
Close right under-arm and shoulder seams of outer waist and finish left for closing. Gather lower edge and adjust to position on underbody. Stitch lower edges together, leaving outer front free from center-front to left under-arm edge. Draw gathers to required size and finish for closing.

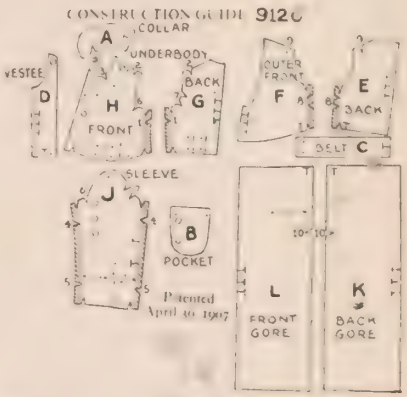
Next, join skirt gores and finish left side seam for closing. Gather upper edge of skirt and sew to lower edge of waist. Turn pockets, which should be embroidered first, and adjust to position.

The widest freedom is allowed in the arrangement of the belt.

Pictorial Review DRESS No. 9120. Sizes, 34 to 48 inches bust. Price, 35 cents.

DRESS No. 9304. Sizes 34 to 46 inches bust.
DRESS No. 9146. Sizes 34 to 48 inches bust.
DRESS No. 9071. Sizes 34 to 44 inches bust.
DRESS No. 9137. Sizes 34 to 44 inches bust.
DRESS No. 9315. Sizes 34 to 50 inches bust.
DRESS No. 9329. Sizes 34 to 46 inches bust.







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Little Letters from Little People

WE have always put the little ladies first, but this time we are going to turn things about and put first a letter from little James Sampselle, Washington, D. C., who is only five years old. Of course his mamma wrote the letter, but James told her what to write. This is a part of what he says:

"My daddy (grandfather) has been with the Baltimore and Ohio for thirty-five years. At present he is in the Traffic Department, Camden Station. I am only five years old, and I go to the Hubbard School. My pet is a big Belgian hare. His name is Bun, and he is very fond of mother's roses. I like to draw trains of cars, and I want to be an engineer when I'm a big man. Just now I am making a freight train of paper for my daddy, whose name is William F. Harrison."

From Fairmont, West Virginia, there comes a letter from a little girl named Violet Miller. She says:

"My father works for the Baltimore and Ohio. His name is Harry Miller. I want you to write some more about the White Fairy. I am 10 years old and am in the fourth grade."

And Rosalie Swink, Connellsville, Pa., wrote me another nice letter. Rosalie likes to go to Sunday School and to hear stories about Jesus. She has a sister 13 years old and they both like to go to school.

Dorothy Taxis, Baltimore, Maryland, has an uncle who runs an elevator in the big Central Building at Baltimore. She liked the letter written by Myra Gill, who goes to Dorothy's Sunday School. She liked the drawings on the January Children's Page.

Now comes another little poetess, Kathry Colling, who lives at Newark, Ohio. Her father is William Colling, a boilermaker. She is 10 years old and in the fifth grade. This is her poem. Can you guess the name of the flower?

There's a dainty little flower
Comes peeping through the bower
In the early Spring of the year.

And him we always cheer
When he comes to visit here,
In the early Spring of the year.

We're sorry when he's gone,
For he does not linger long,
In the early Spring of the year.

Three splendid letters have been sent by Harold Dunkerley. Harold knows James King, who wrote the poem about the Pilgrim, and Ida Smith, who has written several poems, for they all live at Dorsey, Maryland, and go to the same school. And what do you think of this! Harold Dunkerley wants to know when Aunt Mary is coming out to see him and to *spank* him. I'll be ready to go out very soon, and if any of you boys and girls want to come along to help me, just let me know.

Billy's Letter to the Easter Rabbit

"Dear Mr. Rabbit," wrote Billy McGee,
"I've been just as good as a boy can be;
I have wispered only six times today
And broken only two windows at play.
I stuck a pin in teacher's chair,
And pulled the ribbon from sister's hair;
I chased Mrs. Johnson's maltese cat,
And put a hole in Granpa's hat.
And then I told my Dad tonight
He said what I'd done was far from right.
But, **Mr. Rabbit, I think you'll agree**
I've been as good *as a boy could be,*
And I'm sure you'll see that Easter brings
Me lots of eggs and choc'late things."



Drawn by Murtie May Carter, Lesage, W. Va.

Dear Girls and Boys:

Thank you for your nice letters. I have enjoyed reading every single one of them. Aren't we having a splendid time with our Page? And you are all helping me so nicely.

I told you about the April number and of the birds that we will talk about. Now I'll give you just three guesses to tell me what the May letters are to be all about.

There! I knew that you couldn't guess, so I am going to tell you.

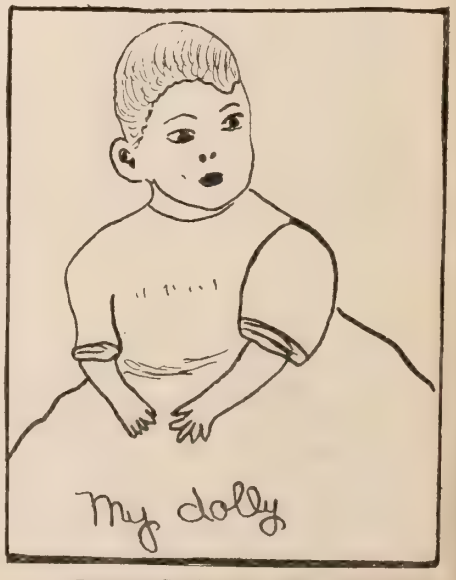
Did you ever go to the circus or to the zoo? Then you can help me wonderfully. Our May Children's Page will be all about the circus—the tents, clowns, animals, balloon man and pink lemonade. Draw me some pictures of them, and I'll tell you a story about how my brothers and I played circus; then you can try it for yourselves. Now don't forget. All letters that you write from now until April 5 must tell something about the circus or the zoo, and we'll have a real circus page. Send your letters to "Aunt Mary," BALTIMORE AND OHIO MAGAZINE, Mt. Royal Station, Baltimore, Md.

With lots of love to all,

Aunt Mary

Read What This Boy Did

Even little boys and girls can help the Railroad to do away with accidents. If you will turn to the Honor Roll pages and look under the notes for the New Castle Division, you will find a letter, written by Superintendent Stevens to Charles Neil Starr, a 13 year old boy, and commending him for noticing a defective brake beam on Pennsylvania train No. 333. Perhaps if you will keep on the watch, you, too, may be able to do something like this.



Drawn by Gracie Anna Carter, Lesage, W. Va

The Mad March Hare

LONG years before anybody even thought of Cinderella or of Jack and the Beanstalk, there lived an old long-eared hare whose name was Jumpity-Jo.

Now Jumpity-Jo had a house, a long strip of ground, a wife and seven children, and a deep, deep well. He was a farmer and the only one in the whole neighborhood who raised goober-peas. (There! I almost forgot to tell you that goober-pea is the rabbit's own word for peanut.) And Jumpity-Jo had just bushels and bushels of goober-peas all stored away in his barn for the winter. Sometimes the other animals came to buy them; sometimes old Jumpity-Jo would sell them and sometimes he would not. He was a cranky old fellow and none of his neighbors liked him for he was so terribly selfish and greedy.

One day little Sammy O'Possum knocked on Jumpity-Jo's door and begged him for just a handfull of goober-peas.

"Begone with you," thundered Jumpity-Jo, "I have only enough for myself."

"But my poor little insides are so empty, and the doctor says I must eat nothing else," mourned Sammy O'Possum. But old Jumpity-Jo only banged the door and went back to bed, for he was nearly always asleep. That's why he was so cranky.

So little Sammy went on, but nobody had any goober-peas to give him and he was very hungry.

That night all the other animals held a meeting in the Big Forest to see what could be done for Sammy.

"He's welcome to sleep by my fireside and eat at my table," said Grumpy Bear, "but I have no goobers to give him."

"I," said Wooly Wolf, "have only black-eyed peas, but I suggest we take up a collection for Sammy, so that he can *buy* goobers from old Jumpity-Jo." And he passed the hat around until it was nearly half-full of shining gold pieces, enough to buy a whole bushel of goober-peas.

Early next morning Sammy started out again to see Jumpity-Jo. Tap, tap, tap! he knocked on the door.

"Who's there?" roared Jumpity-Jo.

"It's that Sammy O'Possum," answered his wife.

"Yes," called Sammy, "I'm on a diet and can eat nothing but goobers. I have money to buy a bushel from you." But Jumpity-Jo was not to be persuaded.

"I'll give you just ten seconds to get away from my house!" he roared, "Go! One-two-three-four—", but Sammy had gone.

That night the animals held another meeting. This time it was Furry Fox who spoke.

"I have a plan," he said, "that I'd rather not tell you about just now. Tomorrow you will know it and laugh. But if you will let me have a bushel of black-eyed peas, I'll guarantee that Sammy O'Possum will have goobers for dinner tomorrow."

"Agreed," said the others.



Four of Aunt Mary's nieces: Irene, Alice, Ruth and Wanda, children of Engineer Shomo, Gassaway, W. Va.

So Furry went home and got a bag, then went to Wooly Wolf's house.

"Give me a bushel of black-eyed peas," he said. And together they filled the bag.

"What will you do with them?" asked Wooly, nearly overcome with curiosity.

"Never mind," said Furry Fox, "wait till tomorrow."

It was late that night when Furry Fox took the bag of black-eyed peas and went up the long hill to Jumpity-Jo's house.

Knock, knock, knock! he banged on the door.

"Who's there?" growled Jumpity-Jo.

"It's I, Furry Fox; I've come to trade you a bushel of black-eyed peas for a peck of goobers."

"Get away with your black-eyed peas, I don't want them!" screamed Jumpity-Jo. I'll not be bothered with another single one of you. Get away this minute. Sammy O'Possum may starve to death for all I care. I have enough goobers to eat and enough water to drink, and I do not wish to be bothered by shiftless neighbors. Leave me at once, I want to go to sleep!"

"Very well," said Furry Fox, putting his bag on his shoulder and leaving the house.

The next morning was the first day of March, the day when old Jumpity-Jo always started to plow his ground for the goober-patch. Furry Fox was up bright and early. He went to the doors of all his neighbors.

"If you hear anything about old Jumpity-Jo needing help, tell him to call on me." The animals said they would. Then they gathered together in the Big Forest to see what would happen. They had not long to wait.

"Ki-yi! Ki-yi! Yumpty-o! O, my! O, my! OH, MY!" yelled Jumpity-Jo from his house on the hill.

"What is the matter?" called his neighbors, climbing up the hill to see what was the matter.

"My well has gone dry and I can drink no other water! Ki-yi! O!"

"That's nothing to yell about," said Grumpy Bear, "Sammy O'Possum can eat nothing but goobers, and he has been hungry for three days."

"Oh, the nice sweet water of my well is all gone. What shall I do! What shall I do!"

"Brother Fox is a well-digger," said Wooly Wolf, winking one eye, "perhaps he can help you."

"Send for him at once," commanded Jumpity-Jo.

But Furry Fox was already on his way to the spot with his well-buckets and a windlass.

"What will you give me if I clear your well so that the water runs sweet again?" he asked.

"What do you want?"

"A bushel of goobers, no more, no less."

"No, no! I cannot spare my goobers!"

"Then you'll go thirsty," and Furry Fox picked up his buckets and ropes and started away.

"Come back, come back!" yelled Jumpity-Jo. "I'll give you a peck."

"One bushel, no more, no less," said Furry Fox.

"Then take them!" shouted Jumpity-Jo, hurling a bushel bag filled with goober-peas at the fox's head. But Furry Fox dodged the blow and began to dig in the well, while Sammy O'Possum took the goobers and started home, for he was so hungry.

And all the time that Furry Fox worked, he chuckled. And nobody knew why, until they saw what came out of the well. For on the night before, Furry Fox had emptied the bag of black-eyed peas right down into Jumpity-Jo's well. And the peas had drunk all of the water that was in it and puffed themselves up higher and higher, until they nearly filled the well.

Oh, how old Jumpity-Jo did yell! How he did pull his hair and nearly tear himself in pieces! How he did rave and bite and scratch and kick until all of the other animals were afraid of him! And after all the peas were out of the well and the water flowed clear again, the neighbors took the swollen peas and cooked them over a bonfire in the Big Forest. Then they held a grand feast. And as they sat around the fire, they could hear old Jumpity-Jo still yelling to the top of his voice. Then they decided to give a nickname to the selfish old fellow, and because he was so terribly angry with everybody on this first day of March, they called him the Mad March Hare.

But Sammy O'Possum had all of the goobers he wanted for dinner that day and for many days thereafter.

A Page of Poetry

Two Minus Two Equals Four

(Affectionately dedicated to "H. G.," the Wizard of Motive Power Accountants)

By Arthur A. Boettger

The schoolmaster's voice sounded stern, as he gazed
At Harry alone in his seat,
"Stand up, sir, and tell me this answer"—quite dazed,
Harry, trembling, arose to his feet.
The chalk traced the figures of fate on the board,
That seemed like a problem too great,
For Harry was only eight years—pray the Lord—
That he would not make a mistake.
"Two minus two, equals what?" wrote the chalk,
Two eyes sought relief on the floor,
Then a far-away voice that did quiver and balk,
Said, "Two, minus two, equals four."

"Sit down, sir!" the schoolmaster snapped, "Mary Jane!"
Harry's playmate jumped up from her seat,
"Why two minus two equals naught, that is plain,"
Mid laughter she made her retreat.
The school bell rang out its dismissal at noon,
Harry ran away injured and sore,
Right down by the brook, in his anger and gloom,
Where Mary and he played before.
A voice from the trees shouted, "Two minus two!"—
Would Mary now play any more?
The birds and the bees sang, "I'm sorry for you,
That two minus two equals four."

Ten years have rolled by, Harry now was a man
Who could love like a gallant of old,
And Mary had reached a sweet age, and began,
To think him both handsome and bold.
But he had two rivals for Mary's fair hand,
That would not be cast to one side,
Wherever he went they were both sure to land,
When Mary and he tried to hide.
Said Mary one day in a new-found retreat,
Where they both had been caught once more,
"I think it's a shame, Harry, won't you repeat,
Does two, minus two, equal four?"

Still years have rolled by, Harry now is past eight,
Though tender in years, ever shy,
And Mary, no doubt, ever loved to relate
Of memories dear, with a sigh.
But Harry sits quiet, with time cards in front,
A pencil in hand to record,
And thinks of the teacher, the school, with a grunt,
He'll make no mistakes, thank the Lord!
If you pass by a desk on a bright sunny day,
Where there's turmoil, and figures galore,
In reverence pause, as you hear a voice say,
"Two minus two equals four."

The Railroad Cop

By Lieutenant X. North

Cleveland Division

Say, who's that bird there in the yard
Giving those seals a pull;
The one with his face all sooty and hard?
Oh, him? He's a railroad "bull."

Guys like him give me a pain,
They're always hangin' 'round,
Askin' fer dope on a certain train,
Or where another is bound.

Always makin' us fix some door
Or have a switch light lit,
If they find a hole in a box car floor,
They throw a regular fit.

You'd think they owned the merchandise,
The rolling stock and track,
And that they pay an awful price
For every break and crack.

Why, just because Bill Jones'es son
Was playin' 'round the cars
They gave the kid an awful run,
And threatened prison bars.

An' they pinched poor old Jim Johnson
For takin' *one* jar of honey;
You'd think he'd stole the baggage room
Or a mail sack, full of money.

They're always testin' the fire alarm
Or wantin' to try the hose,
You'd think we're doin' the Road some harm
When the "bull" sticks in his nose.

When a "con" is makin' up his train,
They stop him about some car,
They've just got trouble on the brain,
What do they think we are?

* * * * *

What! Hill slugged at the lower switch?
They got his watch and coat?
This workin' in the dark at night
Sure does get my goat.

Come, let's chase 'em, every man!
We'll get those scoundrels quick—
Nothin' doin' on the suicide plan,
Send for a railroad "dick."

Hey, Bill, dya' hear about those yeggs,
That slapped Bill Hill on the head?
Well, the "dick" clean knocked them off their pegs—
But they filled him full of lead.

Gosh! I hate to hear of him cashin' in,
We didn't pal so well,
But "dick" kind a' kept things balancin'
If he did raise a little hell.

Believe me, bo, those "bulls" are there,
And I don't mind comin' out,
I'd just as soon work anywhere
So long as a "bull's" about.

—

The Angler

By "Colonel" Fred Schley

Car Service Department

(With apologies to Mr. Kipling)

An angler there was and a fishing seen
(Even as you and I),
With a pipe in his mouth and a flask that gleamed
(We called him the man who always dreamed)
But the angler said it was only spleen.
(Even as you and I.)

Oh the money we spend and the time we lose,
And the scheming on sea and land,
Are of the world, with narrow views,
(All criticized from desk to pews)
And none can understand.

An angler there was and his way he went
(Even as you and I),
Engagements he had—he was back in rent,
(Of course it was not what the angler meant)
But an angler must follow his natural bent
(Even as you and I).

Oh, the lies he told, with a spirit bold,
And oh, the fine fish he missed!
And delusive dreams of days gone by,
(But ah, the poor angler never knew why)
And did not understand.

And the angler was stripped of his foolish pride
(Even as you and I),
Which the fishes knew when they moved with the tide,
And they left his bait untouched, untried.
The angler is living, but some of him died
(Even as you and I).

And it isn't the game and it isn't the fame
That calls to the angler man,
It's the heart that pines for the lovely wild
(Forgetting all perfidy and its beguile),
They never can understand.





Safety Roll of Honor

Baltimore Division.

About 5.00 p. m., on December 25, Hostler William Murphy, Reels Mill, Md., discovered a broken rail west of Monrovia Station. Track foreman was notified and broken rail was replaced. Mr. Murphy has been commended.

On December 28, Section Foreman A. C. Hink, while working at Camp Meade Junction, heard an unusual noise coming from truck of postal car in train of No. 508 and immediately notified Train Dispatcher's office, Camden. Train was examined on arrival at Baltimore and it was discovered that 15 inches of the tread on wheel under postal car was broken off. Mr. Hink has been commended for his action.

While engine 5088 was handling No. 32 and passing "C" Tower, Washington Terminal, on January 4, the left rear parallel rod broke on the engine. Emergency whistle was sounded. Engineer G. N. Cage, in charge of engine, brought the train to a stop immediately and removed the parallel rods from both sides of engine with a delay of only ten minutes. Engineer Cage has been commended for his alertness and quick action.

Towerman J. C. Wolf, 58th Street, Philadelphia, Pa., discovered swinging door on car in No. 97, on January 5. A swinging door was also noticed by him on car in No. 94, on January 7. Mr. Wolf has been commended for his alertness.

On January 9, Conductor W. B. Connelly, in charge of extra east, engine 4598, discovered about 20 inches broken out of cap of rail on north side of No. 4 track on first curve east of Halethorpe. Flagman was left behind to protect movement and Chief Dispatcher's office notified in time to stop following trains. Conductor Connelly has been commended for his action.

Cumberland Division

Our operators commenced the New Year in the right way by tightening up on observance of passing trains and by being on the look out for unsafe conditions, as the following list for the past month shows:

Nature of Observance	Cases
Brake rigging down	3
Unsafe conditions	3
Broken rails	2
Shifted loads	2
Unsafe practices	2
Wheels sliding	1
Bursted wheels	1
Close clearance	1
Car doors dangling	1
Total	16

Two cars were set off on line of road because of above reports.

Ohio River Division

On December 9, G .T. Brown, agent, Glenwood, W. Va., as No. 71 pulled into the station, noticed brake hanger on tank of engine 1412 broken and brake sliding on rail. Mr. Brown is commended.

Charleston Division

Conductor D. T. Foy, while clearing siding for No. 37 to pass, noted bent axle on front trucks of coach 2045. He reported this promptly and axle was changed, averting a possible accident. He has been especially commended for his watchfulness.

B. W. Ackles, Alton Lumber Company, Buckhannon, noted a broken rail in front of his plant. He called agent on telephone, then went out and flagged an extra train. The superintendent has written him appropriate thanks for his interest.

A. M. Carpenter, brakeman, on two occasions found defective switch at Orlando. He has been commended by the superintendent, and suitable entry placed on his record.

The following letter has been received from a patron of the Company:

"As one of your patrons, I wish to commend the courtesy and kindliness of your brakeman, Mr. A. M. Carpenter, running on train 36. He is a stranger to me (I got his name from the conductor). He deserves well at the hands of your Company."

The following engineers have been commended for applying the division slogan, thereby making a showing of over 100 per cent. in fuel performance for December: W. T. Spencer, J. C. Jordan, H. W. Fury, W. J. White, A. F. Vorholt, L. R. Shomo, Alva Kibble, A. Mullins, A. J. Lunsford.

Newark Division

Extra 4216, east, Conductor Mulquin, set off C. W. V. S. 647 on account of defective draw bar. When leaving the station, Operator E. E. Withrow, in handing on orders, noticed that there was a broken arch bar on car K. & M. 9538. He gave this information to Conductor Mulquin, who applied the air, and stopped the train. As the train stopped, this car, K. & M. 9538, was derailed, to the extent of two wheels on the truck with the broken arch bar.

It is evident that this action on the part of Mr. Withrow was instrumental in averting a very serious wreck, and possibly loss of life. He is commended.

New Castle Division

Boy Prevents Accident

New Castle, Pa., February 15, 1921.

Master Charles Neil Starr,
Newton Falls, Ohio.

Dear Sir—I am advised that on February 11, you noticed defective brake beam on the second head car in Pennsylvania No. 333; that you went to the telegraph office at Newton Falls and reported it to the operator. We had the train stopped at "FS" Tower, where examination developed that it was in a dangerous condition, which we had corrected before proceeding.

Undoubtedly your close observance of the condition may have avoided serious trouble and I desire to thank you for what you did.

I understand that your father is a Baltimore and Ohio employe, and, am sure that he will explain to you what it would have meant had this resulted in trouble.

With best personal wishes to yourself, I am,

Very truly yours,
(Signed) D. F. Stevens,
Superintendent.

The foregoing letter tells a story of what children can do to help. Charles is but 13 years old.

On January 22, while extra west, engine 4012, was passing New Castle Passenger Station, Conductor R. C. Solomon, who was passing along Liberty Street, observed door swinging on C. M. & St. P. car 81462. He immediately telephoned Superintendent's office of this unsafe condition. Train was stopped and door adjusted to proper place. For his close observance and prompt action he has been written a letter of commendation by Superintendent Stevens, and a suitable entry will be placed on his service record.

On January 10, while Signal Repairman W. F. Brown was investigating track circuit failure, reported by Operator O. S. Clewell, discovered broken rail. He notified operator, who arranged for section men to make the necessary repairs. Superintendent Stevens has written these gentlemen letters of appreciation and a commendatory entry has been placed on their service records.

On January 24, while second 94, engine 4262, was passing Newton Falls, Flagman D. M. McMahon noticed fire flying from car in train, and he immediately notified conductor, who had train stopped by means of the air brake in caboose. Upon examination it was discovered that I. C. car 175971 had broken truck. Mr. McMahon's close observance in noticing this unusual condition, and his prompt action in having train stopped, undoubtedly prevented a serious accident, and he has been written a letter of appreciation by Superintendent Stevens. Commendatory entry will be placed on his service record.

Cleveland Division

Cleveland, Ohio, January 27, 1921.

Mr. J. A. Kiefer, Operator,
"GI" Tower.

Dear Sir—I have before me report that on January 22, as 2-81 was passing "GI" Tower, you saw something dragging on train, but were unable to get down stairs in time to stop train. However, you notified dispatcher, who stopped train at New Philadelphia, where they found a brake beam down.

Reports of this nature are very gratifying. Had it not been for your careful observance, the above condition would possibly have caused an accident and I want to take this opportunity to commend you.

Very truly yours,
(Signed) H. B. Green,
Superintendent.

Cleveland, Ohio, February 23, 1921.

Mr. George Ehrman,
Car Repairman,
Elyria, Ohio.

Dear Sir—I am in receipt of information which states that on February 17, as extra 4277 was pulling through Elyria for Lorain, you noticed spring hanger on Baltimore and Ohio 224604, load of coal, broken and dragging on the rail with the wheels locked, which undoubtedly would have caused a derailment at the N. Y. C. crossing; that you immediately called this to the attention

of Car Inspector F. J. Staller, who notified conductor of this train and had car set off and repaired.

These are pleasing reports and I want to commend you for your careful observance and prompt actions. Commendatory entry will be placed on your record accordingly.

Yours very truly,
(Signed) H. B. GREEN,
Superintendent.

Indiana Division

While extra 2846-2916, west, was passing Fort Ritner, Ind., Operator J. G. Mather noticed a bad flat wheel on Baltimore and Ohio 15445, about third car from engine. Operator Mather reported condition of car and extra was stopped at Riverdale and car examined. It was found necessary to set car out at Mitchell.

The prompt action of Operator Mather in reporting this condition, and the interest he displayed in train passing his station, is commendable. Appropriate entry has been made on his service record.

Toledo Division

On February 1, H. C. South, section foreman, Creidersville, noticed brake beam dragging on seventh car back of engine on extra 4173, north. He flagged train and had brake beam removed. Mr. South is commended.

Railroaders Welcome "Billy" Sunday at Fairmont

On February 13, "Billy" Sunday, the great evangelist, who came to Fairmont on January 5, concluded the most interesting evangelistic meetings ever held in our town.

Saturday night, February 5, was set apart as "Railroaders' Night," one of the most remarkable demonstrations ever held in the history of West Virginia, planned in an able manner by a willing and expert committee, heartily agreed upon by men and women connected with the Railroad, and forwarded in every possible manner by our officials. The committees were as follows:

Advertisement—H. F. Farlow, chairman; A. L. Hefner, G. S. Fletcher, and H. S. Downey.

Arrangements—A. L. Heffner, chairman; A. O. Bee.

Transportation—H. G. Fletcher, chairman; H. H. Tedrick, J. P. Roberts, J. Griffith, John Gantz, E. Bartlett, B. Nuzum, A. R. Acord and F. H. Brummage.

Reception—J. C. Staley, chairman; O. H. Hudgins, F. T. Willson, C. A. Stealey, G. W. Haller, Dale Miller, A. C. Auvil, R. G. Linn, E. C. Parks, C. C. Hinkle, C. Murphy, E. O. Garletts, Russell Soles, Charles Soles, Bailey Hupp, Harry Nenry and C. McIntire.

Program—M. H. S. Kester.

Finance—E. Bartlett, chairman; J. Kearns, J. F. Shafferman, H. H. Tedrick, I. B. Davis, F. H. Brummage, H. F. Fletcher, A. L. Heffner, J. C. Staley, L. B. Atha, E. C. Parks, Bailey Nuzum and C. C. Hinkle.

"Billy" Sunday was formerly a railroad man and he knows railroad talk and used it freely. When our men entered the building they saw a huge semaphore, such as is used on all local divisions, operating on the pulpit. At the proper times it displayed the white, green and red lights. It was one of the novelties of the evening, the work of Electrical Maintainer A. O. Bee.

When Homer Rodeheaver announced at 7.10 p. m. that the singing might as well proceed, there were rows of vacant seats, but at 7.20 p. m., F. H. Brummage, assistant marshal for the railroad men's delegation, marched into the tabernacle followed by the Greater Fairmont Band and by four men carrying a massive basket, filled with exquisite flowers, which was taken to the platform. Mr. Brummage stood on the platform during the next 15 minutes. When all were in, he blew a whistle for them to be seated. The big feature of the evening, and one of the biggest in the campaign here, was the signing of "Onward Christian Soldiers" by the choir and entire congregation, with instrumental music by two bands and a piano. Two verses of the popular hymn were sung; following this the Rev. R. T. Brown, of the Methodist Episcopal Church, South, led in prayer.

Representing our delegation, J. M. Scott, general superintendent, then went to the platform, and, in a short speech, touched upon the duties of railroad men, which he summed in two words—faith and work. "When we think of our work and the Almighty Himself, who gives us health and such men as Mr. Sunday to preach to us," said Mr. Scott, "we should not go away from here without being Christians."

He pleaded for the railroad men to stand 100 per cent. on the side of Christianity..

Responding, Mr. Sunday said that railroad men never do anything by halves, and he pointed to the large basket of flowers and the monster delegation as evidence of this. He told the delegation that the Lord is able to "back the whole bunch into the clear" and that if you'll trust in the Lord, he'll keep the sand dry. He said the flowers would wither, but that the memory of them would linger. Here Mr. Rodeheaver again assumed command, stating for Mr. Scott's benefit that he "never heard a more apt and practical presentation speech" and that he thought Mr. Scott would make a good preacher. When Mr. Rodeheaver asked how many railroad men in the delegation had been in the service for 20 years, about 120 arose; 18 said they had been in the service for 30 years; 4 for 40 years; 3 of them for 45 years, but when he got up to 50 years only one man arose. Following this the Baltimore and Ohio quartet sang "Onward and Upward," then Mr. Rodeheaver and Mrs. William Asher sang "The Old Rugged Cross."



Mary Virginia,
Danghter of General Yardmaster Nuzum, who sang a solo at one of the "Billy" Sunday rallies

James G. Whyte

(*Continued from page 30*)

the public schools of that city, and later the Shenandoah Valley Academy, Winchester, Va. In 1890 he was married to Miss Anna E. Owens, of Wheeling. He entered the service of the Baltimore and Ohio at the freight station at Wheeling as laborer in 1894. Since then he has served in the capacities of clerk, checker and receiving clerk, all at Wheeling. Mr. Whyte has two daughters and one son.

WOOLERY ENGINES

FOR

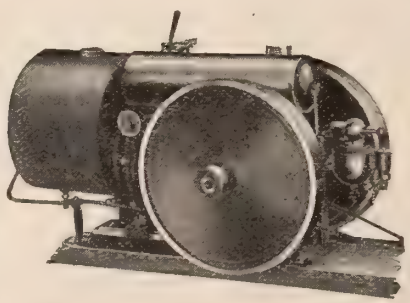
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Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEK

Cupid, the god of love, the son of Venus, with his bow and arrow, or, as Shakespeare says:

"Pretty dimpled boys, like smiling cupids," has made a descent upon the Baltimore and Ohio Law Department.

I am a strong advocate of matrimony, and I greatly enjoyed hearing of the event. I pictured a wedding journey of the happy couple to Florida, and while I am not a mind reader, my guess was a pretty good one, for the destination proved to be Miami, Florida, thence in a private yacht to Bimini in the Bahama Islands, where the honeymoon was spent.

I am alluding to Miss Loretta Schott. She is a mighty fine girl, and I am sorry to know that the Law Department will lose a competetent stenographer and a willing worker.

The marriage was solemnized at St. Bernard's Church, Gorsuch Avenue, Waverly, on Saturday morning, January 22. Mr. Joseph W. McGrain, the groom, was the fortunate young gentleman. I congratulate both bride and groom, and the Law Department joins me most heartily.

John Kissig Cowen

When I entered the department on the first of April, 1881, nearly 40 years ago, John Kissig Cowen, Carroll Sprigg and Benjamin Whiteley were the only ones in Baltimore City on the Law Department payroll.

The present head of the department, Hugh L. Bond, Jr., was dean of the Law Department students in the office. Whenever there was a game of baseball of any note, every last one of the students disappeared save Mr. Bond, who remained at his post, read law and thus advanced step by step. If I could only drill this into the minds of some of the young gentlemen in the building and elsewhere, and induce them to become somewhat studious instead of wasting their time, I would accomplish something. Night schools and study, instead of late hours and moving pictures!

Mr. Cowen, a wonderfully brilliant man and a lovable character; Mr. Whiteley and Mr. Sprigg, if I am not mistaken, have passed to the great beyond.

The Efficiency of Women

In the MAGAZINE correspondence, and in newspapers generally, I have frequently narrated the growing efficiency of women and to this may be attributed the appearance at my desk of a young lady reporter on the staff of the *Evening Sun*, who stated that she came to interview me. She was very polite and considerate and I enjoyed it. I think she was a graduate of Goucher College. I had the satisfaction of giving her my views on various topics, and especially on the interesting feminine attire of the present day. When I suggested that a girl wearing cootie garages over her ears would not be able to hear a marriage proposal, she quickly resonded that their presence would not prevent *her* from hearing *that*.

No Egotism

While this paragraph does savor somewhat of egotism, there is no self-exaltation in it, for the reason that I am precluded from enumerating events and incidents connected with others in the department, because of the standing injunction not to "put me in the MAGAZINE."

When this injunction is removed, it will be an easy and agreeable task to extol the excellent work of A; allude to a perfect exemplification of the touch system on the Remington by B, and so on. These things can never be known, through the wide circulation of our MAGAZINE, as long as this handicap stands in the way.

I can hear some one say, "Why doesn't that MAGAZINE correspondent down in Baltimore go right ahead and write up those things he is enternally talking about; very likely what they really want is to be trotted out!

"Life's a pudding, full of plums;
Care's a canker that benumbs,
Wherefore waste our elocution on impossible solution?
Life's a pleasant institution, let us take it as it comes."

Mr. Douglas A. McKay

Mr. Griffith's tax office, on the 11th floor, is a part of the Law Department, and is is the proper thing for the Law Department correspondent to pay due heed to items of interest emanating from that office.

Our good friend Joseph R. Plummer, being absent because of illness, authority was given for the installation of a clerk to take his place. Douglas A. McKay was selcted. Mr. Griffith and Mr. McNeil have a way of securing clerks who are fully acceptable and Mr. McKay reaches the usual requirements.

Holiday Season in the Law Department

There is a young gentleman in the Law Depatment who is the personification of unselfishness. Christmas comes and Christmas goes, and he is ready with a present to every one. He never looks for anything in return, and I feel quite guilty in constantly accepting an annual gift, but then he knows that every one of us is full of gratitude. I am not going to put his name in cold type. He is beyond all question a grand good man, and valuable to the department.

Never Watch the Clock

When we were in the old Baltimore and Ohio Building, where the Emerson Hotel now stands, there was a department on the same floor with the Law Department. There was a young man in that department who never looked at the clock, and never calculated on how little he could do. When we in the Law Department filed out to the elevator at 5 p. m. or thereabouts, this young man was at work. He always found something to do; something to help the work along.

The great fire of 1904 put us out of business, as far as that corner was concerned, and we, after a time, came to our present location. The department I refer to is in the Central Building, and the young gentleman to whom I allude is now at the head of it. Suppose we read this paragraph over carefully and ponder a little. Now I feel better.

Notifying Company's Counsel

Where a suit is instituted against the Company, and summons is served upon the Company's agent, the first thing to do is to send the summons to the Company's counsel for proper action.

In a recent case the institution of a suit was discovered by counsel by accident, and just too late for the preparation and filing by counsel of the necessary pleas. All this could have been avoided by carrying out instructions to notify counsel upon service of summons.

President Willard's Greeting

At the beginning of the year, President Willard extended to all the members of the Baltimore and Ohio family a New Year's greeting. I enjoyed and appreciated every word of it. I have shown it to friends in Bethlehem, Pa., the mecca of my week-end trips.

I think it will do us good to read this greeting over now and then. I was particularly pleased with Mr. Willard's paragraph on thrift, economy and well ordered industry.

Mrs. Gertrude L. Kelly

The vacancy caused by the retirement of Miss Loretta Schott from the Law Department was promptly filled by the appointment of Mrs. Gertrude L. Kelly. Mrs. Kelly is an experienced stenographer, having served as secretary to C. H. Moran, real estate agent.

Car Service Department

Correspondents,
J. T. LEAN and H. V. OBERENDER

We are glad to hear of the speedy recovery of our good friend, "Jimmy" Ainstine, who was recently operated on for appendicitis.

"Robbie" called out attention to the fact that "Charlies" sings "Feather Your Nest" when he goes to the bank on pay day. Where's "Vic"? Ask "Charlie," he knows.

Our Mr. Decker still lives in Hamilton. From recent reports we understand he has nominated himself "Mayor" of that village.

George McClellan, Demurrage Bureau, the dancing artist of this office, is still looking for pupils. There's your chance, Metz. Get to it.

O'B.'s suggestion to May: "Why don't you carry your lunch in a suitcase? It would be easier to handle."

"Uncle Billy" Woods still gets around; Hiram is still kicking, too.

If you want to hear some fish stories, ask Roy Brown and "Colonel" Schley.

Wonder where "Shorty" and his Drydock Baseball Team are this year? Ask "Charlie" Bayn.

By the way, the office has a few good bowlers. The boys are trying to arrange some match games with some good teams. All inquiries should be addressed to correspondents.

P.S.—Beware of the two new editors, "Jimmy" and "Mike"!

Our friend Hartman was recently seen looking at some furniture in one of the Howard Street stores.

Engineering Department

Correspondent, OSWALD EDEN

In order to keep the news from the various divisions that go to make up the Engineering Department together, a correspondent has been appointed from each district engineer's office whose duty it is to report whatever news items he has pertaining to his immediate location to the main office, instead of putting engineering news items in with the various departments. In this way we hope to keep the news pertaining to the life of the employes, their work, etc., in the Engineering Department together.

"Velvet Joe" says: If you want to see fish act crazy, watch them go "in seine." "Bill" Pinschmidt says this sounds "fishy."

From all indications, "Spike the Clipper," otherwise known as Romeo Schanze, has been very much smitten by Cupid. Anyone who visits Ellicott City six times a week must be "smoted" badly.

We were very sorry to hear of the death of the mother of G. W. Motheral, transitman, during the first part of February. Our sympathies are extended to you, Mr. Motheral, in your bereavement.

"Gusle" Hauser recently acquired title to and exclusive publishing rights of a small booklet entitled "Recipes." The size of the volume is not so pretentious as that of some numbers of Everyman's Library, but judging by the manner in which it has been received by his many friends one can readily perceive that its contents have been studiously perused from cover to cover.

We have been trying to find out why "Gus" Schell waits for the same car every morning, and then gets peeved if he sees some one sitting beside a friend. "Gus" says he doesn't know her name, but he is willing to change it to ——. Don't do it, "Gus"! It's awfully expensive!

A familiar call, "Oh Roger!" in this department, makes certain young men shudder. When asked why this made him shake so, he told me confidentially that it always reminded him of his wife. If you haven't the experience yet, ask Roger.

Mr. Baumann's (automobile commissioner of the Engineering Department?) automobile was seen parked on Linwood Avenue one night last month. It seems strangely coincident that one of our pretty stenographers lives on this avenue, but we would not accuse him of visiting her.

Another of our feminine stenographers has announced her intention of attending the next Naval Academy dance and also that her gentlemen friend will be togged out in one of those swallowtail coats and one of those see-more vests, and a white pleated shirt. We do hope that none of the rude men on the street will throw mud on this shirt. Wouldn't this be an awful predicament, Miss Fox?

If Jeremiah Martin Fitzgibbons has not told you the joke about Henry Clay, Sugar and Mary, get him to tell you, because it is full of pep, snappy, 'n everything. For assistance call Horace Seitz.

Our correspondent spends his lunch hour in the A. F. E. Department, but we do hope that nothing serious happens. Leap year has just passed.

"Alph" Herr, the exercise expert, says he will have the boys in good shape for the ball season this year.

Office of District Engineer, Baltimore, Md.

Correspondent, J. F. COLLISON

R. C. Howard, assistant engineer, Mt. Royal Station, is ill at his home. After having spent a week at Union Protestant Infirmary, he returned to duty; but was forced to give up, and is now in bed under observation of a trained nurse—as per doctor's instructions. We understand he is getting along very nicely, and hope that he will soon be on the job.

Our bookkeeper, C. L. Righter, didn't show his efficiency in bookkeeping when he recently purchased a $10.00 rooster for his chicken farm. How does he do it?



MEMBERS OF THE EMPLOYMENT AND RECORD BUREAU AND THEIR CHRISTMAS TREE

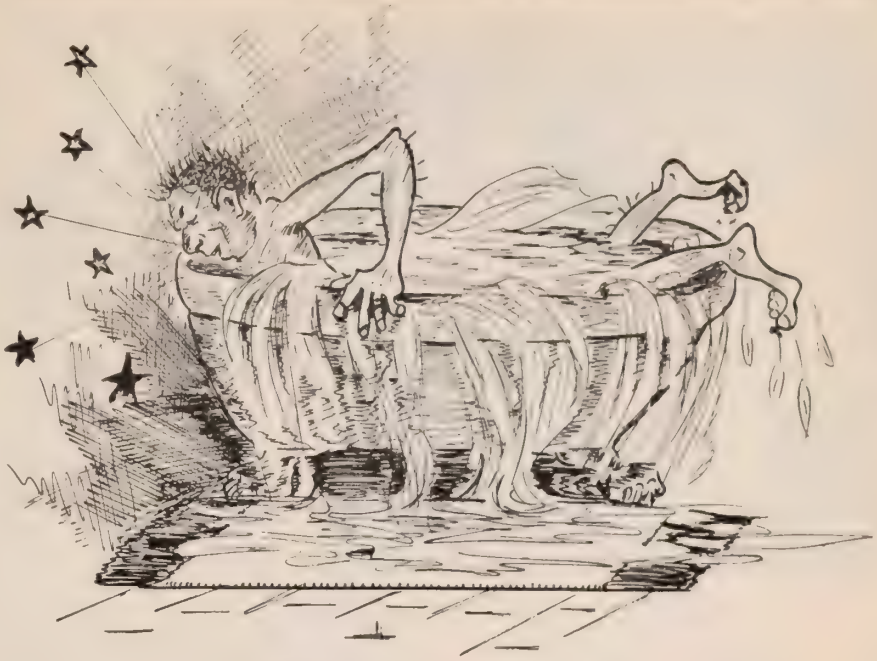
They are, left to right, front row: A. S. Rice, Marie A. Ward, John R. Brooks. Second row: W. F. Beall, A. L. Applegate, J. M. Wilhelm, Elizabeth M. Rinker, M. Elaine Boyer, Charles A. Duvall, Elsie A. Jones, A. S. Boteler, Lee Hardesty. Third row, standing: Winifred Brenton, Ruth Wrightson, May Stuart, Agnes McWhirter, Myrtle Bockelman, Mildred Williar, J. W. Jones, Marian Davis, Loretta Hyman, Hazel Mewshaw, K. A. Boss, Mabel Barrett, Vernon Deane, Gertrude Sipe, John W. Geis

We understand that in May, Norfolk, Virginia, will awake to the merry peals of church bells, and will be decked with flowers to commemorate an event of almost national importance. Our dear friend W. W. Gwathmey, Jr., whom we all know and esteem, will be the central figure in this little celebration, for he will take unto himself a Southern bride.

Mr. Gwathmey has planned a great honeymoon as far south as the Bermuda Islands, thence to New York, thence back to his beloved Bridal Path at Philadelphia.

An Ode to W. W. G.

"Shall I take you to Bermuda, just to hear
the sad sea waves?"
He shyly asked, while standing by her side.
"Or shall we go to old Broadway, where
nobody behaves?
No matter where—I would be by your
side."
She looked up at him shyly with—"Of
course I love the sea
And would enjoy with you a salt sea bath.
But if it's just the same to you, it will mean
more to me,
If I could see our famous Bridal Path."



The "Judge" is taking his bath this evening

Office of District Engineer, Pittsburgh, Pa.

Correspondent, Miss M. M. Ward

The Engineering Department, Pittsburgh, is taking an active interest in the recently organized Welfare Club, the object of which is to promote sociability among the employes in the various offices of the Company in that city. Miss Ward, of Mr. Didier's Office, is vice-president of the organization.

It is with deep regret that we part with our charming and vivacious file clerk, Miss Blanca G. Devin, who is leaving the service indefinitely.

It is rumored that two of our most esteemed bachelors are contemplating a trip to the "Oasis." Why go to C-u-b-a, Brothers Wooley and Barrett, when Windsor is so near?

A very conspicuous solitaire has made its appearance in our midst. Allow us to congratulate you, Marcelle.

I. R. Mulvey, field force, has left for a short vacation to New Orleans and other southern points.

Office of District Engineer, Cincinnati, Ohio

Correspondent, G. F. Daubenmerkl

Word has just been received from Assistant Engineer James P. Ray, Lawrenceburg, Ind., that there is a decided improvement in the condition of H. S. Davis, transitman, at Bridge 19-95, Indiana Division. Mr. Davis has been troubled more or less with heart failure for the past year, at one time being in pretty bad straits, but he now claims his heart is beating normally since his marriage to Miss Marguerite Burdsal, which happy event occurred at the Church of the Epiphany on Walnut Hills, on January 26. After the wedding bells ceased chiming the happy couple took a trip through Michigan and Canada. Congratulations, Harold! Thanks for the cigars.

People still ask J. W. Kathman, accountant, if he is in love. His long legs look as though they have been pulled quite often.

John Kolker, accountant, floated around and exploded another story about an American bald eagle's performance in the Philippines. The story was a PEACH. (A regular Kolker Special.)

R. E. Pflaum, stenographer, was sent to Bridge 19-95 to assist Assistant Engineer Ray. When he stepped into Mr. Ray's office, the latter began singing "Shine on Silvery Moon" and Pflaum immediately put on his hat.

R. T. Everett, building engineer, Western Lines, is now engaged in making a building record trip. He stopped at a small station on the Indiana Division one day and began inspecting the depot. The agent came out and watched him for a while. Mr. Everett finally turned to him and asked: "Where is the flue?" The agent smiled and said: "We have none since Prohibition."

S. A. Graham, transitman, says the only fault he finds with our beautiful city is that he cannot get a square meal for 15 cents. Judging from what we have seen of "Sam's" appetite, we don't blame the hash houses for soaking him.

Assistant Engineer Callahan spends quite a large amount of his time on Miami Conservancy bills. To look at the correspondence and other papers, one would think he was trying to settle all the bills for the World War.

G. L. Reising, file clerk, is gaining quite a reputation as a card and pool player. Even Southerington and Thompson seem to give him a wide berth of late. When asked why, they both replied in unison, "Experience is the best teacher."

H. L. Scribner, transitman, is the proud father of a wonderful baby boy. The boys at Bridge 19-95 say he is much more important than formerly. Who wouldn't be?

Office of General Freight Claim Agent

Correspondent, Miss E. T. Murray

C. C. Glessner, general freight claim agent, attended the joint meeting of the Cause and Prevention Committee, Freight Claim Division, American Railway Association, Southeastern and Southwestern Claim Conferences, held at New Orleans, La., on January 17, 18 and 19.

On Tuesday, February 2, Miss Ida M. Brandt, O. S. & D. Division, and Mr. Herbert Haebler were quietly married at the home of the bride, 1512 North Patterson Park Avenue. After the ceremony the happy pair left for New York and Atlantic City, where there honeymoon was spent. Congratulations!

Do a LITTLE More!

You are all acquainted with the workman who is through when the clock strikes. He is much more common than the man who is willing to work 15 minutes overtime. The man who does only what he is expected to do is likely to find himself at the end of 20 years in the same position which he is now filling. The man who can think for himself, and who does what others do not do, is the man who makes his mark in this world.

Work while the world works with you,
Loaf and you loaf alone,
This strenuous world's a continuous whirl.
It offers no room for the drone.

Bowling continues popular. The Freight Claim Department team has taken the lead by a safe margin, and still gains ground. Congratulations are in order to those who have stuck faithfully to the job, especially H. F. Ittner, who leads all averages for the team and stands second in the league with a score of 101.24. E. E. Correll ranks third with a score of 10[illegible]02.

We now have another team, known as Team B, which has taken the place of Auditor Merchandise Receipts Team C. Members of the team are C. J. Smith, G. L. Seemer, L. Koenig, J. C. Roberts, H. Ingleman, E. Schleicher, with H. J. Frank as captain. Unfortunately they started in the league at next to last place, but we gladly report that after rolling two nights they have reached ninth place and stand a mighty good chance to "clean up things" by the close of the season.

Rooters are still most welcome at the games, and it is hoped that fellow clerks will show their appreciation by their presence once in a while.

—

The friends thou hast, and their adoption tried, grapple them to thy soul with hooks of steel.

—Shakespeare.



Erma L. and Herbert C.
Children of Elmer Wright, clerk, Relief Department

Inquiring Correspondent

What would you do if someone came into the office and announced that you were heir to $100,000?

Bradburn: I would shoot that person before he had the chance to shoot me.

Phillips: I'd go crazy.

Aro: I'd think it was a joke, but if it was true, I'd build a church.

Perry: I'd drop dead.

Miss H. Kraft: So would I.

Ramsey: I would find out first if it was bona fide; if it was, then I'd take a little vacation.

Bowhay: I'd invite that person to take a trip in my diamond-studded aeroplane.

S. Gainor: Ye! Gods! I'd take the first ship out for Honolulu!

Stagge: Why I would just go and tell Mr. Heartt he could have my job.

Flynn: The Freight Claim Department would be minus an investigator, without notice.

Miss Zepp: I wouldn't like to tell you what I'd do.

Taylor: You'd have to show me first.

Printing Department

Correspondent, M. J. CONROY, *Proofreader*

Pick Ups

It is great sport and a source of endless amusement to anyone who is inclined to observe the many oddities of expression and sentence structure to be found in books, newspapers and on signs. Some newspapers now devote a special column to these oddities and they furnish many a good laugh.

An English professor traveling through the Kentucky hills sought provisions at a mountain hut. "Madame," said the professor, "can we get cornbread here? We'd like to buy some of you." "Co'n bread?" she replied. "Why if co'n bread is all yo' want come right in; for that's just what I hain't got nuthin' on hand but."

At a summer resort the following sign greeted the visitor: "Inattention and incivility of attendants, if notified, the proprietor will be pleased."

Doctors, lawyers and electricians all have to pass an examination before they can practice their profession, but to be elected to the halls of legislation a man has only to secure the greatest number of votes, irrespective of his ability to make laws. Here is a sample of a statute that was introduced in one of our legislatures:

"When two trains, coming from different directions, approach any crossing in this State, both shall come to a full stop, and neither shall proceed until the other has passed."

Looks as though someone has telescoped this sentence and these two trains will remain forever stalled.

After sampling some of Minnie Clifford's fine homemade candies we have decided to form a company for their sale, and have already secured strong endorsements and three good customers in George Foy, Daniel Miller and Anthony Meisenhalter. As Minnie always has a jovial disposition and a pleasant smile for everyone, we have decided to name it the "Minnie Ha! Ha! Candy Company."

Miss Hattie Carroll, of the bindery, has undergone an operation for appendicitis and is seriously ill. We all hope that she will soon be on the road to recovery and bring her merry smile back with her as of yore.

Saw "Aunt Mary" coming up the steps the other day with several large packages under her arm. Spring poems! "All aboard. Next stop is Springtime."

Telegraph Department

Correspondent, DELLA M. HAIN

They all flop sooner or later. A recent note received in this office was as follows: "C. L. H. married last p. m." Congratulations, Hewitt!

The stationer has a supply of Forms 2664, Transportation Department code book. If you have one use it; if you have not, order one on regular stationery requisition.

Even "Newt" Berrett's hens are getting efficient—they are dating their eggs.

Wonderful results have been accomplished through our endeavor to curtail the amount of business sent over the wires, both by the use of the mailgram and by writing letters where possible. Keep up the good work. Write a letter when you can; if a letter won't do, try the mailgram; if that won't do, send a message, but make it short and snappy. Use the code where you can and DON'T forget the symbol at the end.

Recent visitors from the office of M. B. Wyrick, division plant superintendent, Western Union Telegraph Company, Chicago, were Messrs. Ralph Taylor and A. L. Johnson. Come again.

Transportation Department

Correspondent, J. B. EGERTON

It is with sincere regret that we report the continued absence of Miss Ruby Durney on account of ill health. Here's hoping that she may soon be with us again, her same cheerful, sunshiny self.

Efforts are now being made in the Transportation Department to secure enough money with which to buy baseball accessories for the coming season. Raffle tickets are now in the making, so don't forget to save up your money and energy for the coming campaign. Workers from other departments are invited to help.

The girls of the Transportation Department who were among the Baltimore and Ohio waitresses, headed by our own "Aunt Mary," and who helped to make the American Legion Dance of February a big success, are as follows:—Misses Rebecca Baker, Ruth Belt, Edith Coplan, Esther Daley, Lillian Foster and Elsie Russell.

The waitresses looked charming in Italian costume with an Italian setting loaned by the Maryland Institute as background. All the girls deserve much praise for their diligence and apt ability in the "waiter and towel" business. Ask them of the tips they received and then judge for yourselves—yes, even the one who asked her customers where to buy the refreshment checks and "Do they sell coffee here?" (P. S.—We are told with great solemnity that all tips went to the American Legion.)

One of our night fellows, "Socky" Hatton, has been sick for about a week. "Sister" Siebert has been doing the honors while the "socky" fellow has been off. Strange news comes to our ears from another source also; it is to the effect that there is a little "Socky" in the Hatton home—arrived about a month ago. Now what d'ye think of that? Bet that fellow is as proud as a dog with two tails both tied up with red ribbon, but won't own up to it.

This old place has been turned around, remodeled, repainted, re-allocated, re-assigned, re-discussed and re-ge-twisted in the past few months, but when one comes in the door early in the morning, he is greeted by the same old faces of the people who work at night—except "Mister George," who has deserted us for the middle trick, having succeeded Major Oehrl as the official fighter of the telephone girls. (Now this is a secret. He's saving up his money to get married, or go to California, or something.)

You would be surprised to note the growing friendship between the ancient enemies, "Socky" Jackson and "Socky" McCann. They are actually civil to each other. Maybe that is because they are separated now by a hall, and that each, missing the other's serious face as he struggles with the intricate problems which he happens to dig out of the morning's mail, has more of a fellow feeling for the other.

Recently our chief clerk and assistant chief clerk asked the cooperation of all the members of the department in keeping our desks and floors in as cleanly a condition as possible. This everybody tried to do, but, as will sometimes happen, waste-baskets have a peculiar habit of moving to different positions during the course of the day; consequently when "Becky," Esther, "Lou," etc. (being girls and never having played on a regular "nine"), aimed their bits of waste paper at the baskets, they frequently failed to hit the target. As a result, some of these girls decided to do a bit of cleaning up on their own accord. It so happened that on one bright noon, "Aunt Mary" paid a visit to the office, just in time to see "Becky" with a broom and Esther with a dustpan, while



Paul and Catherine Hentschel
Nephew and niece of John Rupp, office of Assistant Comptroller Deverell, at play



The equipment branch of the Valuation Department at Mt. Clare is represented by a squad of 8 men, who work in a small loft over the drafting room, and known as "The Birds' Roost"

standing nearby and blushing to the roots of his hair, stood our genial friend, J. A. Latchford.

"Say," called Mr. Widerman, "are you going to put that in the MAGAZINE?"

"What?" asked "Aunt Mary."

Nobody said a word. Finally "Uncle John" cleared his throat and left the room.

"He said," went on our informant, "he said, 'By golly! but he was glad you didn't see him on his knees, holding the dust-pan for Miss Blase!'"

Office of Assistant Comptroller Deverell

Correspondent, JOHN RUPP.

J. D. Dixon, our general bookkeeper, has been transferred to a similar position in the Comptroller's office. We all wish him well.

H. R. Clay, one of our genial stenographers, returned to work the first week in February after an extended trip through Kentucky on furlough.

E. F. Jendrek, head bookkeeper, Foreign Roads' Bureau, left on February 4 for a short business trip to Philadelphia.

M. A. Digges, of this office, is the secretary of the Baltimore and Ohio Cooperative Stores, Inc.

We would like to see current notes appearing in the MAGAZINE to represent the Comptroller's office. Surely, corresponding for the MAGAZINE is not such a hurculean job when once started.

A class in railway accounting is held every Monday evening at 8 p. m., at Johns Hopkins University, Homewood. A number of the employes of this office attend. The students are trying to increase their knowledge of railway accounts and good progress is being made. The attendance record is satisfactory. Just here it might be fitting to remark, that the university spirit is a good thing to acquire, and apply such enthusiasm in our daily work at the office. The loyalty shown at some colleges, especially when "the team" looks beaten, is a fine thing to emulate.

When J. H. Goldsmith returns from his present long journey to Dallas, Texas, he will be able to give us some fine impressions of his trip.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

Evidently prompted by a feeling of jealousy (because the men have a bowling league), a certain clique of young ladies of this office have formed a sewing circle. The order of the evening seems to be a little sewing, a little music, a little dancing and a lot of eats.

Being coerced by several of these young ladies to write a little something about their weekly affairs, we wish to state that if about 50 per cent. of the members would do a little exercise (broom and dust cloth or washboard and wringer) instead of trying to eat their heads off, maybe the fire alarm bell would not ring when they walk across the floor.

But never mind, girls, make a whole lot of nice pretty things for the hopeless chest. While there is life there is hope.

The sympathy of his fellow workers is extended D. M. Burdette, in the loss of his father.

"The sun shines on our house, but the moonshine's in our cellar"—the above recitation by "French." Many a true word spoken in jest.

That eminent citizen of Ellicott City' Joseph F. Heine, came within an ace of having a serious accident, recently. While attempting to fell a tree. "Joe" was indiscreet enough to get his foot in the way and the tree fell upon it, laying "Joe" up for about two weeks. Now if he had used a little forethought and let said tree fall on his head, everything would have been O. K., and no damage done, except possibly to the tree. Just another instance of the head not saving the foot.

Why make a whole lot of noise ringing the bell to announce fire drills? All that would be necessary to clear the building in record breaking time would be to have some one creep up behind the clock and make the hands register 5 p. m. The result would be the same, only instead of having some 15 or 20 floor chiefs, captains, etc., we would only need one clock pusher.

"A Reader" requests that we page Mrs. Clinton B. Crout. Will the young lady kindly arise?

Owing to the uncertainty of our Good Friday status, we cannot make any definite statement as to our heretofore annual ball game between the married and single men of the office, other than to state that if we are off, and the weather permits, the benedicts will go forth to regain the laurels lost year before last (no game last year). And if they play on the field nearly as well as they can make homers and doubles here in the office, it looks like sackcloth and ashes for Burns and his gang.

Keen interest is still manifested in the weekly bowling games and the attendance so far has been exceptionally good. The schedule runs to April 7 and any one of the teams can "cop" the flag. The standing, including games rolled February 9, is:

	Won	Lost	Per Cent.
Kilkenny Kats	25	14	641
Sad-as	20	19	513
Wild Cats	19	20	487
Excelsiors	14	25	359

January 19—EXTRA! Entire stock of brown derbies depleted. Such a large number of aspirants for honors this week that it would be almost impossible to pick out a single candidate, and limited space forbids any attempt to enumerate them.

January 26—Owing to the fact that the entire stock of brown derbies was depleted last week we will proceed to mention some of the weekly heroes. The first gent to get himself all messed up in this class is Mr. Atwell. With his team trailing in the last frame of the last box, this bird goes down the alley for a spare and strikes out, winning the game by a couple of pins. "Heavy" Burns and "Al" Lehman were also in the limelight with grand totals of 317 and 312, respectively.

February 2—Atwell again comes in for a big hand. A strike in the last box with nine on puts his team one pin in the lead. Ackler was high for the night with 307, followed by Poole with 300 even.

February 9—"Duke" Spurrier gets the rubber tooth pick this week. "Duke" scattered the sticks for a total of 142 in one and 331 for three. Reichert was next in line with a total of 299.

Auditor Freight Claims

Correspondent, Ethel Virginia Miller

The Marada Club of the office of Auditor of Freight Claims announces a dance to be held at Tuttle's, April 12.

As this is the first "get together" of the club, every effort has been made to make the evening as interesting as possible.

Mr. Hook, as chairman, has secured the "Mobile Four" to cover the musical end, and we will trust his judgment in music to provide the necessary "pep." You are cordially invited.

The committee follows: Carroll W. Hook, H. Marie Berry, M. Lillian Dittmar, Mildred H. Dopman, Frank, M. Ganzhorn, H. Earl Mullinix, J. Milton Perry and Elsye Wingate.



William Kennedy, Third
Son of John Kennedy, Assistant Comptroller's office

Auditor Disbursements

Correspondent, John C. Svec

A special bowling match was arranged between the Accounting Department and the Paymaster's teams, and on February 4 they journeyed out to Whiteford Hall. It was a hard fought contest, but an easy victory for the Accounting Department team under the leadership of H. T. Beck, who made the highest score of the evening.

The score was as follows:

Accounting Department

Name	1	2	3	Total	Average
Beck, H. T.	115	95	137	347	115⅔
Kuszmaul, J. G.	83	98	99	280	93⅓
McNamee, J.	98	85	95	278	92⅔
Whelan, J. J.	94	100	115	309	103
Baker, D. W.	98	130	86	314	104⅔
Total	488	508	532	1528	509⅓

Paymasters

Name	1	2	3	Total	Average
Williams, O.	90	99	81	270	90
Mettle, G. W.	93	110	95	298	99⅓
Boring, J. R.	113	96	105	314	104⅔
Whelan, J.	97	84	126	307	102⅓
Miller, G.	93	97	107	297	99
Total	486	486	514	1486	495⅓

Auditor Passenger Receipts

Correspondent, G. Fred Miller
Secretary to Auditor

Several months ago, C. X. Hale, for many years connected with the Interline Division work of the Auditor Passenger Receipts office, was forced to give up his railroad work and make his home in Gilroy, Cal., where he engaged in the raising of prunes and apricots. He was doing nicely, and his many friends will regret to learn that he met with a serious accident recently, when a sled upon which he was bringing huge logs down the mountain side skidded and fell upon his leg, resulting in a compound fracture. No doubt a word of encouragement from those of his friends who care to write will be greatly appreciated. Our friend "X" has discovered that "No matter how young a prune is, it always has wrinkles." Good wishes for a speedy recovery. Mr. Hale is still acquainted with the doings of his Railroad friends by reading each issue of the Magazine, which is forwarded to him.

A man would do well indeed to open a matrimonial bureau in the Baltimore and Ohio Buildings. Each week Cupid plays havoc with the Railroad forces. Once again this office feels the effect of the accurate aim of relentless Cupid.

Joseph Frisby pranced away and took unto himself a partner for life. He's a little man with a big idea, and he's wearing an everlasting smile. March on to glory, "Joe," and accept the congratulations of your A. P. R. friends.

Miss Nilson has finally been persuaded by our good friend from Washington that married life is the only thing. She has resigned her position and will be married in the near future. A new innovation, "a pre-nuptial luncheon," was undertaken by Miss Nilson and her friends during a lunch period, and from all accounts it proved a success. Desks were used as a table and the necessary utensils were brought from various homes. Two dolls, a bride and bridegroom occupied the center of the table. Miss Nilson will make her home in Washington, D. C., and we offer best wishes for a happy future and many long years of happiness.

Miss Lillian Mazer is the proud possessor of the "hope" diamond. I gazed upon it just once, and am now wearing colored glasses. May the great day come soon, Lillian.

Mr. Jenkins is back at the office after an operation at the hospital.

We are also happy to have Miss Mitchell back at the office again with her smiling face and ever jolly disposition.

Mr. McGrain has just returned from a honeymoon to Florida. Mr. McGrain married Miss Schott, who was formerly a member of our force and who left to take up duties in the Central Building. Again we offer our best wishes and congratulations.

Each pay day the men of the office make the following report to their wives:

"Here's the dough, less 75 cents for marriages."

When the girls drop their offering, they murmur, "Another good movie show missed."

We'll get even with 'em some day!

Staten Island Lines

Correspondent, G. F. Goolic

The "Man from Egypt," alias V. Flannery. You can ask him more questions and get fewer answers than from the Sphinx. This bird can come to work in the morning clean shaven and quit at 5.00 p. m. with a full grown beard. His children think they have two fathers, the one they see in the morning and the other that they see at night. He is a good fellow though and has actually said "Yes" and "No" to me on several occasions.



Eastbound freight leaving Staten Island Junction for St. George

"Roach," "Sparks," alias R. J. Doty. This is the wireless bug. He recently was in direct wireless communication with Mars. Ma was looking for the Old Man; he hadn't returned from the club in three days. This bimbo thinks the air in Brooklyn does him good. He is over there enough—it ought to.

"Little Dick," "Red," alias W. Emde. He is a native of Stapleton and none the worse for his misfortune. He is a small, blond-headed, blue-eyed, befreckled little piece. A regular pocket edition, but I'll say he has a man's size pull with all the ladies. I can't say much about him, but where in thunder does he get his stories?

"The Fakir," "Pasquale," alias J. P. Stanziana. He is of the imported class, hailing from Sunny Italy. This fellow is the only one of his kind in captivity and we are the proud possessors of his services.



Laura Patricia and Bernard James, children of Trainmaster B. F. Kelly

He can kill nine hours out of an eight-hour day, and then have courage to put in a time-slip for two hours overtime. He actually does less work than I do.

"Speed," "Jersey Lightning," alias John MacDonough. This bloke is a disciple of Mercury. Don't you recall the Jersey lightning of Auld Lang Syne? That old 100 proof? Well, this fellow is 100 per cent. proof against all speed. He is the only professional somnambulist that I know. I feel sorry for him, however, for I hate to disturb anybody's pleasant dreams to make them go to the yard.

"Terry, the Irish Ambassador," alias T. Connolly, our J. P. Morgan. He is also the only Hebrew in our midst. "Terry" says we are going to get busy soon, for he can see the change in his work.

"Frenchy, the Count," alias F. W. Neidenfuhr. Another of the imported species, but not from Sunny Italy. His father, Count Meout, was very fond of children. He is a very prominent club man, being an active member of the "Eata Bita Phi," which formerly met in the boiler room adjoining Dock 6, which meeting place was abandoned because of the very unhealthy climate.

"Andy," president of "Eata Bita Phi," alias A. Woelfel. A native of Drunken Hills. "Andy" was brought up to greet the world with a smile, but since the 18th Amendment he has had to keep his smiles all to himself. He says that the "Eata Bita Phi" meets in secret now. Between you and me and the gate post, "Andy" knows a fellow who has something in his cellar—it's water.

"Frank," alias F. Pfurr. He handles the keys for us. No, this isn't a jail, although people are easily misled, but he's our "steno." It is rumored in diplomatic circles that Frank is about to become a feather-bed soldier. I wish him luck, but when I hear that the "Count" is to be his first "Looie," that's different. Then you'll see the Pfurr fly.

"Jinnie Buns, the Woman Hater," alias J. M. Burns. "Jim" says he hates all the women. He means all those who wear mustaches and shave. "Jim" conducts a matrimonial bureau. He is general manager of the Eastbound Department. I wonder where he won the derby?

"Turkish Towel," alias H. Dowell. He comes from that large family of towels of the kitchen, face and bath varieties. His family migrated to this country from Russia, having been deported because of their uselessness. Harold is an ardent worker in our Laundry Department, the O. S. & D.

"Buster," "Tango," alias B. Russell. He is about as fat as a match; if he had a thought it would show on him. Barnum was right when he said that there is one born every minute and this fellow is twins. The Lighterage hasn't many faults, but here is one of them.

"Friday, the Actor," alias G. F. Gippert. I should say "the late G. F. Gippert," for he is married. Yes, poor thing, he passed away about five months ago. Too bad! He is the only man in the office with any experience for he has been everything but dead. It must be so, for he says so. When he was superintendent, up at P. & G. —Say, boy, page Mr. Baltimore.

"Gallagher," alias J. Griffiths. He is the original Hon of the Hon and Dearie Duo. Now, between you and me (of course, you understand that this is strictly confidential and I don't want this to go any farther) could it be possible that this fellow is a spy? I know that he spends a lot of his time over by Belair Road. Sh-h-h-h-h-h! not another word.

"Miss Grapes," alias Miss M. Greabe. She sings soprano in that Hon and Dearie Duet. She is an inhabitant of Belair Road and only lately of Nanny Goat Hill. Rumor has it that this frail used to tour the hills in company of several herds of nanny goats. Some one told me that it was she who put the Belle in Belair Road. I wonder.

"Fay King," "Liss," alias Miss E. Adams, the Matinee Idol, or Why Boys Leave Home. She files all our letters away and a lot of them are never found again. Prosperity has a queer effect on some people. I've noticed (after my attention was called to it) that silk stockings have replaced the more democratic cotton ones. She says she should worry—she don't give Adam. That's her name. AU REVOIR.

Walter E. Pettigrew has been employed as assistant division engineer, Staten Island Lines, in place of Charles Fernald, deceased.

We were all treated to a surprise by Miss Anna Levy, clerk, Division Accountant's office, who appeared one bright morning wearing a wedding ring. She is now Mrs. "Bob" Erwood. The girls gave her a kitchen shower and from all reports it would appear a pleasant time was had by all.

Maryland District

General Superintendent's Office

Correspondent, MISS M. ELIZABETH BELL

For a long time we have threatened to enter our office in the columns of the "Among Ourselves" Department, but, for some reason or other, we never did it. One of our friends promised to help us out, but failed us, thinking, perhaps, that there was no news to tell. There wasn't—until he invented some—and by the following note you may see that he has helped us, although unintentionally.

W. E. Gallagher, passenger clerk (and widower in good standing), was seen at the meeting of the Baltimore Chapter of Veterans in Moose Hall, on February 7, with a live chicken tucked cozily under his arm. Oh, yes, a pretty one, too, and he wasn't trying to sell her either. Moreover, jealousy ran riot among the "Vets." As "coming events cast their shadows before," our pocketbooks collapse with the thought.



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The Brilnite Co., 5 S. Wabash Ave., Dept. 73, Chicago

Baltimore Terminal Division

Correspondent, MARTHA V. FOX, *Car Record Clerk*

Congratulations! J. B. Gaither, crew dispatcher, is now the father of a 11-pound baby boy, born on January 20.

Cupid has again claimed another victim, this time Mr. Moore, Curtis Bay Agent's office. The knot was tied on Wednesday at noon, January 19. The bride and groom left for an extended trip North. Congratulations, "Jimmie," and a happy trip.

With much regret we note the sudden death of George Pennel, caller, Riverside, who passed away February 6. Our sympathies are extended to his family in their hour of bereavement.

There's a guy works down at Lee Street,
Adam is his name.
You've heard him toot his whistle when
You passed there on a train.
He brought himself a brand new hat,
A dicer so they say,
That made th' folks all laugh so much
He gave th' hat away.

—ROBERT L. HEISER.





Who says he's not a little Baltimore and Ohio man?
Emory E. Knode, Jr.
Son of assistant janitor, Camden Station

"Ed" Myerly is enjoying a vacation. While we will need him soon, he is thinking of taking charge of a large motor concern as manager. We know he will make good, but feel sure the old job still fascinates him.

T. B., Jr., seems to be head janitor at Mt. Royal. We wish him luck.

Cold weather hits our interlocking plants once in a while. The trouble is "Compensation." The signal supervisor says so.

Curtis Bay Coal Pier is enjoying easy hours, but seems to be doing well as far as cars dumped per hour go.

Baltimore Coal Pier is now under the expert guidance of Friend Padden. Speed up the dumping, Martin.

Uncle "Charlie" Edwards, assistant agent, in charge of Mt. Clare territory, started on his third matrimonial journey on February 5. Good luck is wished you, "Charlie," old boy.

C. F. Zimmerman, formerly assistant chief clerk to general manager, has been assigned to office of Superintendent.

Mount Clare Shops

Correspondent, Miss Mollie Albrecht
Secretary to Superintendent

The accompanying picture is of Charles Robert Poulton, son of H. L. Poulton, blacksmith helper, Smith Shop, and grandson of R. L. Poulton, clerk in our office. Charles is quite a little darling now, and he has only to copy after his grandaddy if he wants to make lots and lots of friends when he grows older. The only thing missing on this picture is the smile, which is seldom missing from Charles' face.

Mechanical Engineer's Office

For quite a long time this office has not been heard from. In fact, nobody who reads the Magazine would know that we are at Mt. Clare.

This office is composed mostly of men, but there are some fine girls here. Ask any of the men and they will tell you so. However, we are afraid for at least two members of the fair sex. Miss Webb received a beautiful diamond ring for Christmas, which she claims wouldn't fit her right hand, third finger, so she is compelled to wear it on her left hand. (Miss Webb, that sounds better on the water!) Then there's Miss Button. Her hope chest must be nearly full to overflowing, for all she does now, is sew, sew, sew!

Mr. Cole had the most beautiful white beard before Christmas. But alas! somebody gave him a new razor, and as he had to try it out on something worth while, he cut off his beard.

We musn't forget Stenographer Felte. This young man, with his witty expressions, is sunshine on a gloomy day. So whenever we're blue we just have to go visit the drawing room—and we come back with a smile.

We trust the Mechanical Engineer's office will appreciate our putting them in the foreground this month. We shall endeavor to keep them there, if possible.

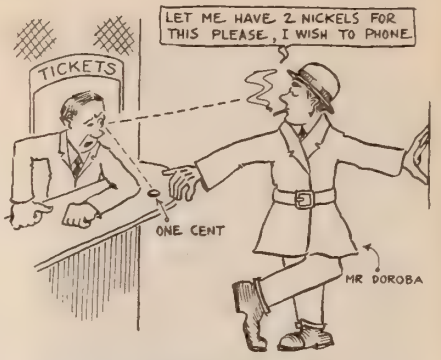
Baltimore Division

Correspondent, W. H. Tarr, *Superintendent's Office*, Camden Station

Philadelphia, Pa.

Correspondent, J. A. McDevitt, *Chief Rate Clerk*

The accompanying cartoon is of a city passenger agent, who claims that he never does anything wrong. Here is the evidence that his theory is a bit defective.



Philadelphia Passenger Station

Upper picture on facing page shows the fire department at our station, made up of the station cleaners and organized by Janitor Charles T. Allen (shown at extreme right). The equipment consists of one 200-foot hose cart, one 400-foot hose cart, equipped with standard 2½-inch hose, and a 40-gallon chemical engine. The men have been trained for fire-fighting. Each new man is given a chance to discharge the fire-extinguisher and to get practical experience. As yet there is no regular fire alarm, but the men can be assembled in from two to three minutes. They can lay 250 feet of hose and have water on fire in two and one-half minutes. Two of the men, Wesley Ford and William Butler, can uncouple from hose cart and attach nozzle in fifteen seconds. The longest time yet taken to run from the hose station to the city fire plug and have water turned on is two minutes, five seconds. Mr. Allen has worked hard to make his an efficient fire brigade and his is congratulated on the results of his efforts.

The men are, left to right: John Begley, hoseman; Stephen Wilkins, pipeman; Charles Kennard, engineer; Michael Lambert, hoseman; John Bachman, night captain; Wesley Ford, pipeman; William Butler, pipeman; Walter McKennie, hoseman; James Lynch, lieutenant; James McCarron, pipeman; Giovanni Paradiso, hoseman; Charles J. Donahue, hoseman; Jacob Greenberg, engineer; William Dougherty, lieutenant; Charles T. Allen, fire marshal.



Master Charles Robert Poulton

Wilmington, Del.

Correspondent, Charles W. Hamilton

Officials of the Baltimore and Ohio made a two-day survey of local industrial plants in an effort to better, by a broader understanding, the conditions existing between the railroad and its patrons. The inspection party comprised W. F. Richardson, general freight agent; A. D. White, freight agent; C. E. Owen, assistant superintendent; W. I. Bishop, industrial agent, Baltimore; N. C. Clark, general yardmaster; G. W. Bumpas, district freight agent, and G. S. Harlan, division freight agent, Baltimore.

One of the important objects of this inspection was to cover transportation cases and questions met with on the trip, giving immediate consideration and decisions to shippers. Several cases were thus very satisfactorily disposed of without delay or formality, particularly those bearing upon car service situations.

In reviewing the local conditions and attitude of our employes toward the shipping public, it is worthy of mention that those located at the important business center of Wilmington, Del., are imbued with a most praiseworthy spirit. It was stated to your correspondent by A. D. White, freight agent, that the Wilmington employes are notably alert and prompt in their solicitation of business for our lines. They do not allow any opportunity to slip by to the "other fellow," representing rival carriers.

Their aim seems to be wholeheartedly "on the job," with courteous recommendations of Baltimore and Ohio facilities and service.

A large and enthusiastic company of Baltimore and Ohio and Reading Railroad employes and their families filled two coaches, especially provided, to attend the Safety First Rally at Turngemeinde Hall, Broad and Columbia Avenue, Philadelphia, on January 8. That so many presented themselves for attendance, even when their



Fire Brigade, Philadelphia Passenger Station

return home meant the "small hours" of the morning, manifested the live interest shown in the important and far-reaching Safety campaigns promoted by the railroads, notably by the Baltimore and Ohio. There has been spared no effort or reasonable outlay in promotion of "Safety" education. In this particular event special coaches were provided and one of the fast trains swung into service for the Wilmington crowd. The crowning event of the pleasant and profitable evening was the fine motion picture story of "Safety First" in many of its varied phases, which of itself involved a heavy initial cost to produce. The promoters of this successful entertainment deserve great praise and many thanks from those whose privilege it was to attend.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

Sad news reached this station on the morning of January 29 with the report that Medical Examiner J. A. Robb had passed to the Higher Life on January 22.

Dr. Robb had been with us as examiner at this station for so many years that we looked upon him as one of our own circle, and we were so accustomed to see his portly form and smiling face appear about 9.30 every Tuesday and Friday mornings, that if we did not see him the question was always raised, "What has become of the Doctor?" The report of his passing away spread a feeling of gloom over all his friends here, and they were many. His kindly manner and genial bearing endeared him to all who came in contact with him. He never passed the desk of your correspondent without some friendly greeting and a little pleasant conversation, usually drifting into a little talk about a Mutual Friend, named Charles Dickens. Dr. Robb was a great admirer of the great English author, as is also your correspondent, and many a laugh we have had together over some of the inimitable characters created by the author of the Pickwick Papers.

We shall all miss him greatly at Washington, and our deep sympathy is extended to the members of his family in their hour of bereavement. *Requiescat in pace!*

Many changes have taken place at this station lately. We miss some faces that have been with us for some time, owing principally to the necessary reduction in working force that has struck us as well as all other industries all over the country. But in spite of an enforced temporary idleness, there is an optimistic spirit in the air that is displayed by those who are affected by the "lay-off" that is very pleasing to notice. The general opinion is, "Well, it will not be for long; business will soon pick up again, and we shall be back on the old stamping ground before we know it."

G. R. Bandy, extension clerk, was recently transferred to Cumberland, Md., where he will be with his old Washington friends, Agent C. R. Grimm and Chief Clerk R. W. Price. We wish him all success in his new position.

Our sick list has been remarkably small this winter, there being at the present time only one of our office force to report. Miss Mary McDonnell, cashier's stenographer, has been confined to her home for several days with a severe cold and tonsilitis. We hope to see her smiling face among us shortly, fully recovered.

Coal Clerk E. C. Scaggs had a bad attack of acute indigestion lately, which kept him home for a day. But, as you could not keep "Gene" away from the coal dumps unless he was the principal party to a funeral, he was right on the job the next day and was wondering what had happened to him. He laughed at the idea of his being sick and said it was a bad stomach ache. So it was, but a mightly bad one at that, and "Gene" must take car of himself a little more than he has been in the habit of doing.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
RUTH M. CHEUVRONT, *Office of Mechanical Engineer*
JOHL SELL, *L. P. Clerk, Superintendent's Office*

William C. Fisher

William C. Fisher, telegraph operator, Sir Johns Run, died of paralysis on January 11, at the age of 57.

"Bill," as we all knew him, began working for the Baltimore and Ohio as trackman in 1881. On September 18, 1882, he was made baggagemaster. In 1886 he entered the telegraph service, where he remained until his death. He was stricken with paralysis while on duty, as he was attempting to display a proceed signal to a train.

"Bill" was one of the most efficient, capable and faithful employes in the service. Although he has gone to his last resting place, yet will his memory live in the hearts of his friends.



Those present at the Wilmington Valentine Social



The late William C. Fisher and grandson

February 9, C. T. Hemphill and C. W. Short, delivery clerks, Cumberland Freight House, delivered a total of 230 shipments, a splendid day's work.

T. K. Faherty, assistant superintendent, East End, Cumberland Division, has recently been made assistant superintendent of the entire division. Mr. Faherty is well known to all the "boys" as a Safety man, and we know he is equal to any occasion. Go on up the ladder, Mr. Faherty; we are with you to a man.

Hats off to the man who started our night school—F. L. Sheakley, division accountant! We have class every Wednesday night and study such subjects as department charges, why they are so charged; various reports and why they are necessary; the importance of having reports go in on time and what is done with them. In fact, every phase of railroad accounting is gone into with the natural result of better knowledge of our work. The class is not limited to the Division Accountant's office; clerks from almost every office in the city, from the shops to the Superintendent's office, take part.

Any question is open for debate, and while Mr. Sheakley and his able chief clerk, E. J. Soehner, preside, the clerks handle the debates, the presiding officers acting as judges.

The school is a great success and "F. L." is to be congratulated for killing two birds with one stone: educating his own clerks to do better work and at the same time providing an opportunity for others to become equipped to handle the first opening. The writer admits the many advantages the school affords him, and particularly enjoys the opportunity afforded for the clerks to become better acquainted. The class has selected an entertainment committee, which takes charge on one evening each month and provides various means of amusement. Lady members of the committee serve refreshments in their own delightful way.

Mr. Sheakley, there is no question of the educational value of your undertaking—for which, by the way, there is absolutely no charge. May success crown your every venture.

Our able messenger boy, "WC" office, J. C. Rodenhauser, recently graduated to long pants and the change is wonderful. It's an easy bet that "Charley" has a girl now.

Cupid is busy around Cumberland. We know several of our clerks who are slipping. Lookout, "Vince," the storeroom isn't able to spare you and honeymoons take time. However, a honeymoon comes only once in a lifetime.

Warren P. Frye, genial night yardmaster, Westbound Yard, Keyser, has been promoted to day yardmaster. Mr. Frye numbers his friends in both Cumberland and Keyser by almost all the names that the payroll shows.

G. Frank Messman, report clerk, Superintendent's office, recently earned the title of "Grandma." Frank went to a card party recently and finding that he was the only one of the "odd" sex, drew the job of minding the younger "set." Frank, you having a standing invitation to our functions in the future, but bring your apron along.

Our well known checker champion, R. L. Ketzner, has a standing challenge to the world. Come on, boys, he is taking all comers.

Two of our Index "fair ones" are glad that leap year is over. Shirley Jane and Genevieve are now busy lining up prospects and we look for the glad bells before long. Mollie says, "count me out," but you can never tell.

Stock shipments over the division have been heavy for sometime past. In checking the record for the month of January it develops that 3407 loads of stock moved in 114 trains from Cumberland to Weverton, a distance of 100 miles. The maximum time allowed for trains handling stock between these points is five hours. An interesting feature in connection with the movement, from an operating point of view, is the fact that the average running time of the 114 trains was three hours and fifty-three minutes. This record is something for stock shippers to remember when freight of this character is to be moved and good time is desired.

Martinsburg Shops

Correspondent, W. L. Stephens

Brother E. T. Fortney, retired veteran engineer, received a pleasant surprise on his birthday, January 29. His good wife and children had arranged a surprise party in his honor. A splendid dinner was served and the veteran and his guests enjoyed an evening of good fellowship. We hope that Brother Fortney may live to celebrate many more such anniversaries.

Mrs. Blanche Edwards, wife of Roy N. Edwards, carpenter, local shop, died at her home in this city on February 8, aged 34 years. The cause of her death is unknown and followed an illness of short duration. The best of medical skill and nursing failed to stay the hand of Death. The husband and two daughters survive. Our sympathy is extended to the bereaved family.

Keyser

Correspondent, Harry B. Kight

Track Foreman J. S. Rhodes, Section 39, Cumberland Division, was in charge of the prize section for the best maintained foreman's territory on the west end of the Cumberland Division. Foreman Rhodes has four miles of track on the Seventeen Mile Grade, just east of the summit, and is located at Swanton, Md. This is a particularly hard track to maintain, owing to the conditions made by the heavy grade and curvature over this territory. Mr. Rhodes has gone through the past season without having a single derailment, which is indeed a marked achievement. He has been in the service of the Railroad Company for the past 40 years and is still a young man. He is now working for next year's prize.

Not long ago, a woman, who shipped some household goods to Baltimore, requested "Cob" Parsons, rate clerk at the freight house, to allow her to have her furniture roped in the car. "Cob" informed her that it would be all right to tie her furniture securely, in the proper manner of packing for safety in transportation, but the lady informed him that she wished to have it *tied in* the car. When asked why, she told him that she did not want it shifted from one end of the car to the the other as the train went up and down the hills. Some hills! !

Yard Brakeman John Siever had a Christmas tree scene in the parlor of his home that attracted much attention. He spent much time in arranging and building a country place. The little pump in the foreground of the barnyard, the only part of the big scene space permits us to show, though small, was real, and brought water from a mineral well. Hundreds of people visited Mr. Siever's home to see his clever handiwork.

The talent of our local employes was proved again on Saturday night, February 19, when they took part in the entertainment at the Safety Rally held here. J. T. Broderick, superintendent Safety Department, and W. F. Braden arrived early Saturday morning with the motion picture, "Bulletin 70."

Upon their arrival they found that the Armory which had been secured would not be large enough, so they rented Music Hall, Keyser's theater beautiful, and it was filled to overflowing. After the show a dance was held in the Armory, where a large crowd tripped the light fantastic until the wee small hours. Much credit is due those who took part in this, the biggest rally of its kind that has ever taken place here, and the local employes were highly pleased with its success and feel that those in charge felt repaid for their visit here. We are hoping that it will not be long until we shall have them with us again, and will guarantee them that we will be on the job.

Special credit is due H. R. Atkins, chief clerk to Terminal trainmaster, who prepared the entertainment given by our local talent.



Francis William
Five months old son of C. E. Barkley, Division Accountant's office



Christmas garden of Brakeman Siener

Why?

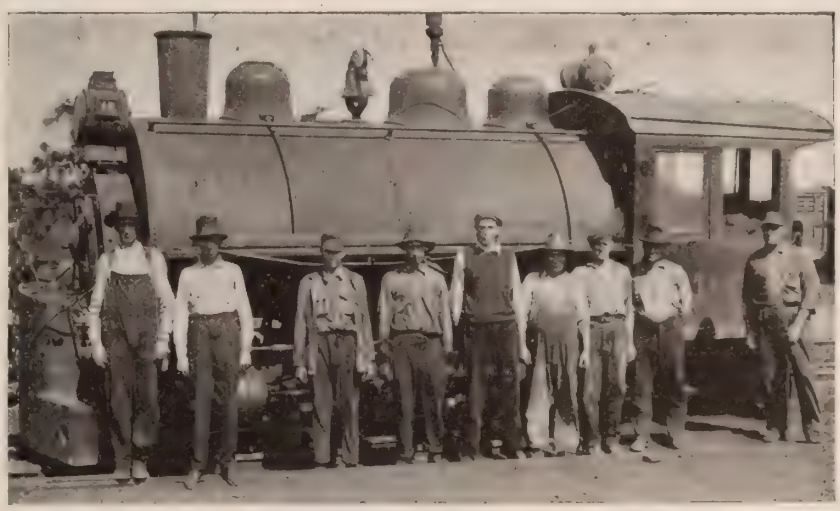
A sufferer who lives close to a railroad yard in the suburbs wrote the following to the railroad company complaining about the racket made by a switch engine:

"Gentlemen: Why is it that your switch engine has to ding and dong and fizz and spit and clang and bang and buzz and hiss and bell and wail and pant and rent and howl and yowl and grate and grind and puff and bump and click and clank and chug and moan and hoot and toot and crash and grunt and gasp and groan and whistle and wheeze and squawk and blow and jar and jerk and rasp and jingle and twang and clack and rumble and jangle and ring and clatter and yelp and howl and hum and snarl and puff and growl and thump and boom and clash and jolt and jostle and shake and screech and snort and snarl and slam and throb and crink and quiver and rumble and roar and rattle and yell and smoke and smell and shriek like hell all night long?—*Boston Daily Globe.*

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

The accompanying photograph is of retortmen and engineers at the Tie Plant who are desirous of being introduced to their fellow employes through the MAGAZINE. From left to right are: E. F. Bean, George P. Chesshire, Carl Schaidt, Guy Crites, P. C. Kenney, B. F. Twigg, retortmen; Pressley Allen, Raymond Montgomery and George Taylor, engineers. These men work in crews consisting of one engineer and two retortmen each. Their duties are to bring trains of loaded trams from the yard to cylinder, switch them out properly for treatment according to class and grade, and to recharge cylinders when a charge is off. As every minute counts with a treating cylinder they are allowed 20 minutes without delay in which to make a change. Over that time a delay is charged and must be accounted for. However, this time is seldom exceeded, changes usually being made in from 10 to 15 minutes. We invite other employes to visit them and note the speed with which changes are usually made.



Retortmen and engineers, Tie Plant, Green Spring, W. Va.

Our wedding bells still ring, but their latest pealing was a merry surprise to us when they rang for Engineer Raymond Montgomery and Mrs. Tillie Virginia Petersen, daughter of the late Francis X. and Anna O. Murray, well-known residents of Owen, Michigan. They were quietly married in Chicago, Illinois, on January 17, by the Rev. William Holt of the Emanuel Baptist Church of that city. After spending a short honeymoon with friends in Akron, Ohio, Mr. and Mrs. Montgomery are now at home to their friends here, and have our best wishes for the future.

W. H. Craddock, Department Conservation of Forests, Burmah, India, was an interested visitor at the plant during his vacation in the United States. Mr. Craddock is connected with Mr. R. S. Pearson, Forest Economist of the Forest Research Institute, India, who visited the plant in 1919 and was so well impressed that he instructed Mr. Craddock to visit especially the Baltimore and Ohio Treating Plant while in this country.

Connellsville Division

Correspondent, S. M. DEHUFF

The following resolutions of respect were adopted by the men employed in Connellsville yard upon the death of their friend and associate, General Yardmaster J. W. Jennings.

"Whereas, in view of the loss we have sustained by the decease of our friend and associate, J. W. Jennings, and of the still heavier loss sustained by those who were nearest and dearest to him; therefore be it, Resolved, that it is but a just tribute to the memory of the departed to say that in regretting his removal from our midst we mourn for one who was, in every way, worthy of our respect and regard.

"Resolved, that we sincerely condole with the family of the deceased on the dis-



Mr. and Mrs. R. H. Montgomery

pensation with which it was pleased Divine Providence to afflict them, and commend them for consolation to Him who orders all things for the best, and whose chastisements are meant in mercy.

"Resolved, that this heartfelt testimonial of our sympathy and sorrow be forwarded to the mother of our departed friend.

"Resolved that a copy of this testimonial be sent to the editor of the BALTIMORE AND OHIO MAGAZINE for publication, that other employes may know in what high esteem our departed friend and associate was held by his friends and co-workers.

Who says we didn't go into the February issue "in high"? Thanks, "Ed."

Taking a chance bears no relationship to Safety First. President Willard does not approve of trusting to luck in railroading; why should we?

He's on the job every minute. Not only doing his own work but assisting others with theirs; and always with a view to Safety. That's the unanimous opinion of all who work with Engineman "Billy" Turner on Trains 61 and 62.

Engineman M. H. Patterson and family are wintering in Florida. Used to be nobody but "J. D.'s" and "J. P.'s" could so indulge themselves. Nowadays—but "Abe" Martin has explained changed conditions better than the writer could.

The many friends of W. C. Michael are relieved to learn that that efficient station lineman has been furnished a "Safety First" speeder. The machine formerly used by William derailed itself so often, and on such slight provocation, that he had decided to equip it with pneumatic tires and use it on public highways exclusively.

It's far more glorious to explain how an accident was averted than to wonder whose blunder caused one.

F. W. Steganious, car inspector, Connellsville, recently sustained a badly mashed finger in closing a passenger coach trap door. Next to the injured digit, the thing that peeves "Freddie" most is for any person to even intimate that the mishap was due to non-observance of Safety First rules.

It's easy to do things the safe way; but it's not always safe to do them the easy way.

And now a line or so on the Safety First rally held in Connellsville, Monday evening, January 24. So many, many good things were served to the crowd which taxed the capacity of the normal theatre-sized high school auditorium that it will be impossible to dwell at length on any one of them. First of all, the film, known as "Bulletin 70," was pronounced, by even the most critical movie fans, a real treat when considered merely as a moving picture. The realism used in driving home to all the benefits of Safety First observance held the great audience spellbound at times and its influence for the promotion of the great movement should be limitless. Came, then, a wonderfully enlightening talk by J. T. Broderick. Superintendent T. J. Brady preceded Mr. Broderick, but, as he stated, his purpose was chiefly to introduce the principal speaker of the evening. However, the generous applause which greeted the appearance of the superintendent clearly demonstrated his popularity with the audience. And then the vaudeville stunts. Miss Nora Grace, of the Division Accountant's office, tickled the risibilities of all with a blackface eccentric dance stunt, following which A. D. Gans amused and mystified with sleight-of-hand. A dance at the State Armory followed the auditorium show and added the finishing touch to a grand and glorious evening.



Foreman Stoneburner and his force

Glenwood Shop

Correspondent, FRANK RUSH

It was with regret that we learned of the death of S. A. Bearl, upholsterer. Mr. Bearl had worked for the Company for 25 or 30 years and was well known, not only at Glenwood, but at other points on the System.

N. Becker, Jr., blacksmith, Glenwood Shop, died recently. Mr. Becker had been in our service for a number of years and was well known and liked by all. His family has our sympathy.

Third trick Operator E. B. Curtis at "MJ" Tower is back again. "Tubby" says he spent most of his time in Wheeling and Evans City. Rumors are that the wedding bells will ring in the near future.

J. P. Dempsey (Jack, Jr.), in charge of the reclamation platform, Glenwood car yard, has recently taken unto himself a wife. Best wishes to both.

Rumor in the store room at Glenwood is that General Foreman Frank Adams will soon take unto himself a wife.

F. J. McDonald is back in our midst again at Laughlin Junction as leading signal maintainer and we are glad to see him.

H. T. Forse, assistant signal maintainer, has left Laughlin Junction to take a similar position at Callery. He is sadly missed and all wish him success.

The accompanying picture is of some of our men working on the heavy wood end at Glenwood, under Foreman O. F. Stoneburner.

It was with regret that we learned of the death of the father of Mr. Stroud, welder supervisor.

C. P. Kalbaugh, shop clerk, Glenwood, recently met with a serious accident by being struck by an automobile truck. Cecil is again back at work and we are all glad to see him in the office.

Miss Jane Passmore, clerk, Master Mechanic's office, has been off for some time because of illness. She has our best wishes for a speedy recovery.

Get busy, you shop men at Glenwood, as well as the office crowd, and give the correspondent some items for the MAGAZINE. Let's get Glenwood Shops on the map.

Born to Mr. and Mrs. L. D. Hickey, a bouncing baby. Mr. Hickey is welder in our shops at Glenwood. Lawrence did not forget the smokes. Best wishes to Mrs. Hickey and the youngster.

Ohio River Division

Correspondent, MAUDE M. MOORE

The accompanying snapshot is of Mrs. A. E. Graf, the most popular store helper at Parkersburg. Her genial smile and unfailing good humor, together with a superabundance of energy to render courteous and efficient service, are valuable assets to the Company. If anything further is to be said of "Ma" Graf, it must be a word to



"Ma" Graf, store helper

inform the world that she has a shock of the brightest auburn hair on the System.

"Trixie" Dye, Car Foreman's office, was threatened with pneumonia, but we are very glad to say that now she is much improved and entirely out of danger.

J. P. Hoban has recently been promoted to general foreman, Low Yard Shops, Parkersburg. Mr. Hoban has the good wishes of the shop men and we all hope that he will make a very efficient foreman. .He was formerly a machinist.

Engineer Taylor: Duffy, there is something wrong with that 1405.

Duffy: What seems to be the matter with her, John?

Taylor: Well, I'm not certain, but I think some of those umbrella menders that you call machinists left some of the jewels out of her.

John Hoban: Brigham, I can't make out the writing of this engineer's report of yours.

Brigham Icenhour: Hoban, I am not responsible for your lack of education.

"Jack" Dougherty engineer on the day passenger pool, West End, has been seriously ill for the past month. We sincerely hope that he will be back on the job before long. In his absence, "Felodious Bill" McNerney is holding the turn. He is dolling up the 1413 with some of the brass ornaments off the "Anna Louise" (1363). When the job is completed she will be the pride of the valley.

The accompanying snapshot shows engineer Henry Bartells and Fireman Richard Evans with their favorite engine.



Engineer Henry Bartells and Fireman Richard Evans

Dr. J. P. Lawlor, Medical Examiner, has returned from Baltimore, where he was critically ill. We are glad to know that Dr. Lawlor is able to be back with us again.

Donald P. Kennedy, caller, Low Yard, is proud to announce the birth of Mary Frances. Heartiest congratulations!

Things we'd like to see and hear by employes of the Division Accountant's office:

Norman Harrison—Tripping the light fantastic.

Carroll O'Neal—Buying a box of matches.

Edgar Fortner—Eating his lunch.

Roy Arnold—Drive his Studebaker to the office once in a while.

Maude Moore—Drinking grape juice.

"Bud" Wiggins—Catch the 5.00 p. m. car.

Nell Peppers—When she wasn't going to a dinner party.

"Ed" Rupp—When he didn't have the office force in his "Jewish Packard."

Myron Mohler—Swimming the Ohio.

R. C. Gruver—Rolling more than 58 pins in ducks.

Ira Foster—When he had less than 37 pages of notes to transcribe.

Mr. Catt—Watching the boats on the river.

Charles Matheney—Before he lost his hair.

Ruby Busch—Not crocheting or tatting during lunch hour.

Katherine Fittro—In a bad humor.

George Sayre—Without his arms full of mail.

E. L. Peters—Laugh.

The two bowling league teams organized at Parkersburg are composed of the following:

Team A—S. C. Woods, captain; N. K. Harrison, treasurer; R. C. Gruver, C. Farrell, F. Bailey.

Team B—L. A. Allen, captain; R. F. Arnold, treasurer; H. C. Bodie, R. A. Augustine, E. L. Barnum.

Scores to date follow:

	Team A	Team B
January 4	1310	1048
January 11	1637	1298
January 18	1710	1441
January 25	1634	1362
February 1	1714	1470
February 8	1784	1545
February 15	1425	1458

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton, W. Va.

Vernon A. Lyon, *Assistant Ticket Agent*, Clarksburg, W. Va.
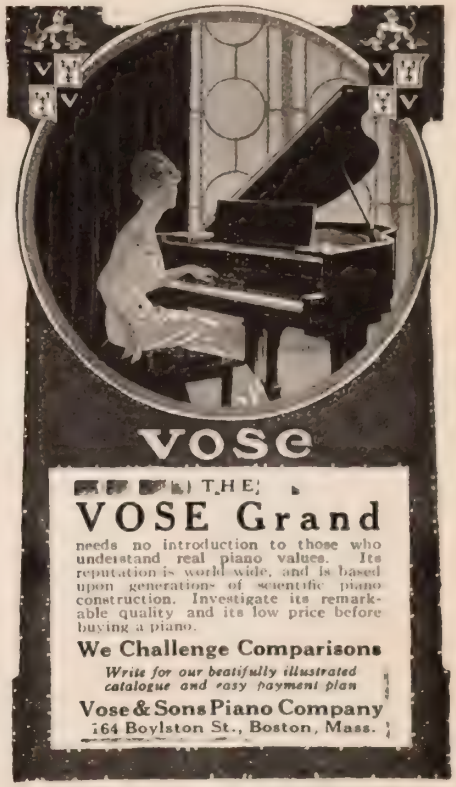
Clarksburg

We are pleased to announce the wedding of Miss Blanche Freeman, revision clerk, Clarksburg Freight office, and Waldo Waugh. Mrs. Waugh is a popular young lady and her host of friends wish her happiness. The newlyweds will make their home at Fitzgerald, Georgia.

Our sympathy is extended to Mrs. Lillian Farnsworth, whose father-in-law, H. H. Farsnworth, died recently in the local hospital. Mrs. Farnsworth is abstract clerk at the Freight office.

We are glad to welcome E. L. Shurtleff back on the job again. He has been ill for some time, but is now much improved. (Whatever happens to the laundry, we always have a good Shurtleff.)

Another spirit has left the wires. Miss Ada Irene Spurr, one of our telephone operators, Freight office, and Oswald B. Fletcher, of this city, were recently married. The wedding took place at Cumberland, Md. The bride is the daughter of Mr. and Mrs. R. R. Spurr, West Union, W. Va. Mr. Fletcher is the head of the Fletcher Motor Car Company, Clarksburg. The happy couple will live at 172 W. Main Street, this city. We extend our hearty congratulations.



Charleston Division

Correspondent, M. W. Jones, *Secretary to Superintendent*, Weston, W. Va.

THINK ABOUT IT

Since our last writing business conditions have become such that retrenchments must





Chief Clerk and Mrs. C. McOsker, Division Accountant's office, Charleston Division

continue in every direction. There never was a better time to show what sort of stuff we are made of. There is not one of us on the division who cannot help or hinder the campaign for economy, and we feel equally sure that there is not one of us on the Charleston Division who will not be HELPING in his or her own quiet way. There is no better start to be made than to show what we can do with our freight claim prevention work. We hold our meetings, and we call attention to all the bad practices, and to all the places where—if care is used—claims can be averted.

Let's practice prevention every day, and not only prevent claims, but also prevent waste of every kind, whether it be human waste, brought about by personal injuries, or material waste, brought about by fuel waste, waste of supplies, etc. The Charleston Division slogan is so well known that it seems almost unnecessary to call attention to it again, and yet it is one which will bear repetition at all times. If we will use the thinking apparatus we have been given for that purpose, the results *must* be reduction in claims, fuel bills, supplies, etc., and in fact reduction of waste of all kinds.

This is not alone for the benefit of our Railroad Company, but it is must naturally redound to the lasting benefit of each member of the Best Division of the Best Railroad. It follows then that the more we save in useless expenditures, the more we will have for essential work and maintenance.



Mrs. Vassar, formerly Mrs. Inez Young, File Clerk, Superintendent's office

There is no one who cannot help our Company by making friends for it. We should talk Baltimore and Ohio to every one we meet, whether he is a large shipper or a small one, or merely a prospective shipper.

If you go into a store to buy a pound of sugar, and the man behind the counter greets you with a smile, and tells you to come again, and you give him your custom. If he is a grouch, then you go elsewhere. Sure enough "'Tis the voice with the smile that wins," and a friend gained is much better than an enemy, because while an enemy may seem a small and unimportant one, who knows what influence he wields in his community? We are the "men behind the counter" on the Railroad, and we can make our Company a success or otherwise.

Remember also "Every little bit added to what you've got, makes just a little bit more." If we go about it in the right spirit, there's not one of us on the division—or on the System for that matter—who can't do his share, and help us to hold what we've got and get more. And we must realize that in the end it comes back to us. Let us, then, see that shipments intrusted to our care are promptly and properly handled, that passengers get such courteous treatment that they will want to use our trains *all* the time, and, as our superintendent has said, make Charleston Division simply another name for EFFICIENCY.

Another of his remarks is very appropriate at this time, "Apply our slogan to all things. Cultivate a spirit of enthusiasm in our work and optimism for the future, and we will not be disappointed."

The Community Club of the Charleston Division has now become an accomplished fact. At a recent meeting (during the absence of the writer on line) a number of employes, representing all departments, met in the Weston passenger station. The following officers were unanimously elected: President, M. W. Jones; vice-president, L. G. Berry; secretary, W. C. Borneman; treasurer, J. P. Ryan. Various committees will be appointed and we hope to get things going with a hum. The objects of the club are not alone educational, but we hope to "Get together" and accomplish much good for the division and for ourselves. The superintendent is an enthusiastic backer of the movement; he has promised to become a member and assist us in every way possible.

It is with deepest regret that we must chronicle a sad accident which occurred on our division recently. While running the second engine in a double header, Engineer B. J. Phillips was killed. His train struck a rock fall in Frenchton Cut, he being dragged from the cab and crushed to death. "Jack" Phillips was an upright and loyal employe, every inch a man, and had been in the service about 14 years. He was a 100 per cent. engineer, and had been commended for various meritorious acts three times during his period of service. He was well liked by every one and had earned the esteem and affection of his supervising officers as well as his fellow employes. He was 34 years old, and leaves a widow and three small children. Funeral services were held at Abbott, W. Va., and attended by Superintendent W. Trapnell and other division officers, as well as a large number of friends and relatives. We desire to express our sincere sympathy to Mrs. Phillips and her family in their sad bereavement.

The jurisdiction of Road Foreman of Engines P. D. Marsh has been extended to cover the entire division. The position of



John T. Staples, chief dispatcher

road foreman at Gassaway having been abolished, N. H. Davidson will assert his seniority on the Road, after spending a short vacation with his family in Parkersburg, W. Va.

General Superintendent Scott recently made a trip of inspection over the Charleston Division. He was accompanied by Superintendent Trapnell and other staff officers.

L. W. Peters, for three years agent at Richwood, has resigned to enter other business. Our good wishes go with him. He is being replaced temporarily by J. M. Davis, relief agent.

We present in the place of honor this month a photograph of the best division accountant on the System, known far and near for his unfailing good humor, his desire to help the other fellow out, and his never-failing appetite. Walter E. Severns was first employed by this Company in 1901, as a messenger at Riverside Shops. Going successively through the positions of clerk, stenographer, caller, timekeeper, shop clerk and chief clerk, he was appointed division accountant of the newly formed Charleston Division in 1919, replacing W. C. Barnes, transferred to Grafton.

There hangs a tale by this photograph which is too good to keep. One fine day "Friend Wife" came across with the order that "Bill" must get a photograph, and a good one at that. Like the obedient "hubby" that he is, away he went. He had two plates taken. Upon receipt of the proofs, he did not think they were good



W. E. Severns, division accountant

enough; in other words they were not as handsome as the original. "Handsome is as handsome does, Everett." He showed them to a friend who had dropped in to while away the hours in friendly argument, and asked for criticisms and comments, which—needless to say—were given with a will. Passing by the house later, say about 10 p. m., this friend dropped in again, and found the victim of "Friend Wife's" whim, and the photographer's art, with a proof in each hand and a looking-glass propped up under the electric light, looking first to the right, then to the left, and then into the glass, in an endeavor to decide which of the three was "Bill." We understand confidentially that he had occupied this position for some three hours. Judge for yourselves whether the photograph does him justice or not.

Why does Roy Sergeant wear the smile that won't come off? Wifey has "arrove," bag and baggage. Roy and the good lady have secured a house and have now set up housekeeping, for better or worse.

Mrs. J. N. Godman and her baby have left Weston for Philadelphia to join the captain. We were all sorry to see them go. Weston had a warm place in its heart for "Cap" and his family.

Chief Clerk McOsker, Division Accountant's office, has also secured a house, and is now settled down, just as if he never knew what it was to be single. A photograph of his wife and himself are presented herewith for your inspection.

Miss Inez Young, former file clerk, Superintendent's office, recently underwent an operation for appendicitis. We are glad she is out again and well on the road to recovery. We regret to learn, however, that Miss Young will not return to us, as since going away she stole a march on us and became Mrs. Vassar. Our hearty congratulations go to the happy pair. Maybe Inez got tired having "Pick" dictate to her, and thought she would try her hand at "dictating." Her photograph is shown here.

The regular monthly meeting of the Division Safety Committee was held in Weston on January 31, Superintendent Trapnell in the chair. This meeting was of special interest on account of our new rotating members for 1921 being present, and the superintendent took the opportunity of explaining Safety work very fully. Among the new members we find Engineer R. Malone, Conductor Roush, Miss B. Borneman, Miss F. Feagans, Fireman Harris, Craneman Jordan, Car Distributor Dixon, Division Accountant Severns, Conductor O. J. Heater, Supervisor Harrington, Machinist J. A. Malone, Dispatcher John Carpenter and Agent E. J. Hoover. Any of these members, or any of the permanent members, will be glad to have information regarding Safety matters at all times.

Master Mechanic Baldinger of Gassaway has been promoted to Benwood. He has been with us less than a year, but during that time he has gained the respect and friendship of every man on the Charleston Division. It is with feelings of regret that we see him go, but we congratulate him on his promotion, and wish him every possible success in his new work. That he will make good goes without saying, because "Efficiency" is his middle name.

On the Childern's Page you will find a picture of an interesting little family. They are the four daughters of Engineer L. R. Shomo, one of our old-timers, who runs out of Gassaway.

Of special interest to the ladies is our next exhibit. Ever since we took over the job of corresponding for the MAGAZINE, we have been trying to secure a photograph, by fair means or foul, of our popular ladies' man, Chief Dispatcher John T. Staples. We must admit this one did not come to us from him, and through some accident he heard we had it. Numerous threats have been made as to what would happen to the correspondent if it appears in the MAGAZINE, but we will take a chance. Mr. Staples has a record of 21 years' service. That it is a good one goes without saying; all who know him agree that he is one of the best ever. He first took employment with the Company as operator at Clarksburg in 1900, being promoted to dispatcher in 1901. His reward for hard work and good service came in January, 1920, when he was appointed chief dispatcher of the Charleston Division. It is with regret that we record that John is still a bachelor. However, while there's life there's hope, and noting carefully the good example set him by all of us around here, he may gather up courage to take the plunge one of these days. John is a product of old Virginia, "the finest State in the Union," he says. It sure is one of them anyway. We won't be as cruel as our friends were with the correspondent—we will not tell the year in which he was born.

Engineer J. C. Jordan, Sutton-Flatwoods mixed run, has recently returned from a trip to Key West. Asked what he thought of his trip over the Keys of the Flagler System, he remarked that it was very fine, but he felt more at home on his old 1205 on the Sutton Branch.

Captain of Police at Large, I. C. Kuhn, is at present in charge of the office at Weston, pending the arrival of our new captain, Mr. Earle.

In concluding our notes this month, we would like to call attention to a little clipping which has just come to our notice. Apply the suggestions set forth, in connection with our own division slogan, and the results will surely come. Unfortunately we cannot give credit where it is due, as we do not know the writer of the following lines:

"The successful man is the man who accomplishes the object for which he sets out. The secret of success in life is not a secret. Nor is it something hard to secure.

"To become successful, become more efficient. Do what you can do, and what you should do, and do it in the right and proper way. Let your aim ever be to better the work you are asslgned to do, remembering above all things that you cannot better the work you are doing until you better yourself.

"You can make success sure by work, sacrifice, enthusiasm, unselfishness, self control and common sense."

COURTESY IS THE FOUNDATION OF EFFICIENCY.

Western Lines

General Offices, Cincinnati

Correspondents

E. W. SPILLE, *Pass Clerk*, General Manager's Office

E. H. HENKEN, *Assistant Chief Clerk*, Division Freight Office

There has been considerable talk going on in the General offices about America recognizing the Irish republic and quite a bit of dissension. It has been suggested that the matter be left to the Transportation Department for decision by such men as Flanagan, O'Hornbach, MacWilhelm, Murphy, Burns, O'Movies, McVonBlon, MacMiller, O'Calvin and MacMorrison.

Some people are always starting things in this world. They have Fords, and—but what we started to say is, what happens to all arrangements made in the Transportation Department for hikes, bowling parties, dances, etc.? Is it because the single ones can't find time, or is it because the married ones can't get away?

Famous pairs in the Transportation Department:

Shoes, gloves, scissors, Clarence and Rose, "Jimmie" and Alice, Howard and Russell, "Ferdie" and "Drop," Calvin and Andrews.

Contributed by one of our messengers. "Whitie."

"Spille is a curly head,
He lives in Sayler Park,
He likes to stay out late and take
The girls home in the dark."

Into our Hall of Fame has stepped another champion. Peter Duffey claims to be the champion checker player on the Western Lines, having recently gained the title by defeating the world known checker players, "Pat" English and George Davis, both from Macon, Georgia.

SILK SATIN
Beautifully Beaded
Georgette Crepe



This beautiful silk satin and Georgette Crepe tunic is just the thing for Easter and Spring wear. You must see this wonderful garment and actually wear it to appreciate the excellent quality of this material. Send for this advance style at once. If you are not absolutely satisfied your money will be cheerfully refunded. Order now!

Tunic Style

Send No Money

Don't send a single penny. Just your name and address on a post card. We deliver Free. No transportation charges no matter where you live.

While They Last

$9.89 Delivered FREE

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Horace Ralph Bunton, age 19 months

Slim's Philosophy

Smile, darn it, it ain't goin to cost you nothin'.

Be a gentleman always, not only when somebody is lookin.

Be considerate; don't do others before they do you, but do to others as you would like them to return the compliment.

Always be on time; the early bird catches the worm.

If you have something to do, stick to it until it is finished.

Don't swear, it doesn't do any good anyway, and besides it sound like ——.

Don't be a grouch; "smile and the world smiles with you."

Don't brag about your ancestors; Adam is the only man who never had any.

If you are not afraid to work, nobody is going to be afraid to allow you to work.

Just because things don't go right is no reason why you should make everybody feel the same way about it.

Traffic Department

The accompanying picture is of Miss Gertrude Wehage, stenographer, General Superintendent's office. This picture was taken while she was leaving her limousine on the way to work in the morning. We must admit it is pretty soft for some people to be able to ride in machines of this sort when the majority of us are strap-hangers on the street cars.



Miss Gertrude Wehage

The baby in the picture is Horace Ralph Bunton, 19-month-old son of Mr. and Mrs. F. O. Bunton. Mr. Bunton is assistant chief clerk, General Superintendent's office.

Freight Representative Terhune spent several days in St. Louis during January attending the twenty-ninth meeting of the National League of Commission Merchants, which was held in that city, and returned full of appreciation for the way he was treated by the traffic representatives at that point. He met quite a number of the important commission merchants from all parts of the country. This association will doubtless react to the benefit of the Baltimore and Ohio for "Terry's" congenial personality is a hard one to resist.

And then it happened:

"I wonder," began "Tom" Baker—

"You wonder what?" asked "Art" Aaman as he reached for a sponge cup.

"I was wondering how a *single* girl could ever lead a *double* life," replies "Tom" and headed for the door.

"I know he's no porcupine," says Clarence Tabeling, "but I've often seen Walter Bruestle."

We have been told that Miss Estelle Downing of the Industrial Agent's office is wearing a diamond engagement ring. The Freight Traffic Department extends its congratulations and best wishes.

"I don't believe in burglary,"
Said honest Mr. Long,
"But really I can see no harm
In breaking into song."

Everytime the moon changes the Traffic Department adopts a new fad. First it's baseball, then roller skating, and now it's bowling with every noon finding about 10 of the boys knockin' 'em dead on the Hotel Honing alleys. Several good bowlers have been uncovered and also several of the other variety.

The baseball season is almost here and within a very few weeks the boys of the Carew building will start practicing in an endeavor to duplicate their success of last season. Although getting away to a late start last year they were able to play six games and win them all, being compelled to close the season on account of an injury to Howard Justice of the Valuation Department. Justice catches a game of ball the like of which is seldom seen in amateur or semi-pro games, and if he is not able to play this year his absence will be sorely felt.

Olive Tealen is happy. She says she has at last found a restaurant where she can dip her toast in her coffee.

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

C. J. Schaefer, agent, Lockland, Ohio, and Miss Marguerite Detzel, clerk in his office, were married on February 3. After the ceremony Mr. and Mrs. Schaefer left for an extensive honeymoon through the south. Congratulations!

The accompanying photographs show two young beauties, the daughters of Robert J. Jennings, car distributor in the Superintendent's office. They are—Blanche, age five years, and Mary Evelyn, age three years. The twinkle in Mary Evelyn's eye leads us to believe that she will take after her daddy, while Blanche is a perfect beauty.



Blanche and Mary Evelyn Jennings

There is a rumor out that M. V. Guard, painter, Storrs, has received word from such a large number of applicants to be his better-half that it was necessary for him to put on an extra force to handle the correspondence. Have not heard of any final selection being made to date.

The exhibition of the motion picture entitled "Bulletin 70" was held at the Chamber of Commerce, Cincinnati, on February 9. A large attendance from Cincinnati spent an enjoyable evening. In addition to the picture, entertaining features were as follows:

Cornet Solo.....B. S. Jelleff
The "Safety" Magician...Arthur D. Gans
Reading.....Miss Marie McMorrow
Vocal Solo.....Miss Besse Hall
Fancy Dancing.....Miss Norma Holcraft
Duet (Trombone and Cornet)
J. Eken and B. S. Jelleff
Vocal Solo.....Miss Evelyn Ruggles

Contributing to the success of the evening was the fact that J. T. Broderick, superintendent, Safety Department, was among those present, giving an interesting talk on Safety, and J. B. Caruthers, representing Mr. Begien, who also made a short address. Many thanks are extended to C. E. Fish, chairman of the rally.



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Like other localities we have experienced a slowing up in business. However, we have a number of industries which are doing well, considering the general depression over the entire country. I call particular attention to one of our best and most loyal customers, the B. Manischewitz Company, the largest matzos bakers in the world. Fortunately their busy season comes at a time when there is a lull in other business. They expect this year to be the most successful in their history, due to the export business, which could not be handled during the war period to any great extent.

Their product is shipped to many foreign countries and is used during the Passover season. With the emigration to Palestine of many Jews from Europe, a steady demand for matzos will be felt and regular shipments are to be made hereafter. Just recently we had a carload to Jerusalem, Palestine, and a few days later the genial Mr. Blumenthal, of the Manischewitz Company, stepped in with one of their Philadelphia customers and left an order for 40 cars for immediate shipment. Matzos being a food stuff for religious purposes during the Passover season, it requires prompt and careful handling. The Philadelphia shipments are going forward and from reports received, are making good time. Seventy-five per cent. of their business is shipped in three months, February, March and April.

Through the hearty cooperation of every department of the Baltimore and Ohio Railroad in serving this industry, we have been able to give them first class service and have received in return a road haul on every car to date.

(*Continued on page 58*)

Though Physically Handicapped, Fireman Stultz Builds His Own Home

THE accomplishment of C. J. Stultz, fireman, Baltimore Division, during the last few months, is a notable one. For, despite the fact that he lost a foot while kicking a coupler about 14 years ago, and is thus physically handicapped, he has about completed an attractive little home at Landsdowne, Md., which he and his wife erected with practically no outside help.

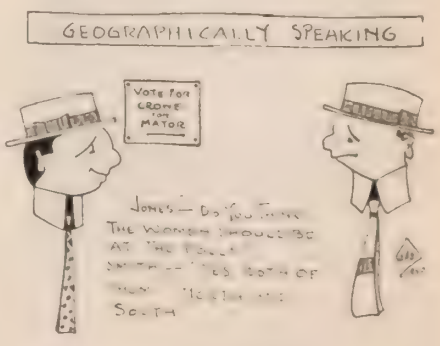
Fireman Stultz, however, chose the easiest way. Instead of going to the expense of having plans drawn for his home, he bought his home, the many various parts already cut and already to be put into place, from one of the manufacturers of "ready-made" houses. In doing this, Mr. Stultz had these advantages over the man who has his house built on the contract system from his own plans.

In the first place, expecting to erect the house by his own labor, he knew almost to a penny just how much it was going to cost him before he started. Second, he knew that the material which he was getting was "A-1" in quality, because the manufacturers of these houses guarantee that the material supplied is the best obtainable. Third, he was able to save the cost of labor, when labor was high, because the hard part of the building of the house had been done for him and he had no heavy cutting and difficult fitting to do.

It seems almost unbelievable that a man with only one foot could do practically all the work necessary for the erection of even a "ready-made" house, yet Fireman Stultz and his wife have done this even to the placing of the shingles on the peak roof, a ticklish job for even a trained workman. Fireman Stultz is not the only employe of the Baltimore and Ohio who has taken advantage of the "ready-made" house plan.

The manufacturers of these houses employ the best architects procurable and an examination of their catalogues show that the houses which they can supply and which range in price from a small to large costs, are the last word in perfection of detail, economy of space and beauty of finish and appearance.

We congratulate Fireman Stultz on his interesting achievement and hope that other employes may be helped to the ownership of homes through his sensible plan.



They have shipped over 100 cars and we expect to get over 200 more. So let us continue to cooperate with each other for the best interests of our patrons, of the Baltimore and Ohio and ourselves. Let our slogan always be—Courtesy, Service, Cooperation, a combination that always wins for all; nothing else could be a bigger factor in restoring our business to the normal.

(Signed) W. C. O.

We now find out why our car writer, William Green, was absent from the repair track two days—it was on account of his daughter being initiated into the bonds of matrimony.

We wish to thank "Shorty" (William) Bingham and Oliver Johnson for the cigars which were received by the office force to celebrate the arrival of the stork at their homes. Be on the lookout, girls, when they grow up, providing they resemble their fathers.

The Storrs Repair Track can claim 100 per cent. in the way of injuries, as they haven't received any reports or had any injuries occurring in their territory this year. This, however, is a record for over two months, considering the territory, which is covered by our general car foreman, J. M. Burke.

Newark Division

Correspondents

W. E. Laird, *Chief Clerk*, Newark, Ohio
A. D. List, Newark (Ohio) Shops

Report Clerk O. J. Payne has been absent from duty for some time and is obliged to get around on crutches, because of an aggravated injury to his knee.

C. A. Budd, recently employed in the general offices at Cincinnati, has accepted a position in the local Accounting Department.

We make bold to say that the Safety rally and entertainment held at Newark on January 28, in point of interest and attendance, was the most successful Safety event that has yet been featured here. The Auditorium theatre was filled to capacity early in the evening, and by the time the curtain was raised, many hundreds of people had been unable to gain admission. However, the overflow was directed to Knights of Pythias dance hall and enjoyably entertained by a boxing match, good music and dancing, with the latter pastime extended into the early morning hours. The entire program, rendered by Superintendent of Safety J. T. Broderick and his assistants, Messrs. Gans and Braden, as well as the several numbers featured by local Baltimore and Ohio talent, was thoroughly enjoyed by everybody.



Miss Mary Ganey
Clerk, Division Accountant's office, captured by some of the male contingent of that office and held in front of the "camera man"

Columbus, Ohio, Terminal

On Saturday night, January 22, the employes here gave a farewell party for Mr. and Mrs. R. S. ("Colonel Highpockets") Dodds, Columbus Freight office. The guests numbered more than 100 and were confined to those employes with whom Mr. and Mrs. Dodds were in daily contact during their service with the Baltimore and Ohio at the local freight office. Mrs. Dodds, foremerly Miss Maud Baker, and Mr. Dodds are leaving for Washington, D. C., where Mr. Dodds takes up his duties with Senator Willis.

A dinner dance was the feature of the evening, followed by toasts, presided over by our old friend, "Doc" Watson, of the Hocking Valley. Music was furnished by the famous symphony jazz artists of the Hocking Valley. Toasts were responded to by E. A. Furgeson, commercial freight agent; J. A. Johns, Division Accountant's office, Newark; E. D. Baldwin, local freight agent, and L. E. Miller, cashier, local office. A fountain pen was presented to Mr. Dodds, a symbol of the craft with which he has been affiliated, by J. T. Payne, who very touchingly conveyed the sentiments of all of Mr. Dodds' fellow employes. Mr. and Mrs. Dodds responded graciously to the toasts. The employes of the Company are highly elated that they have had the opportunity of expressing their appreciation of Mr. Willis' choice in selecting Mr. Dodds for his direct and personal service.

To Cashier L. E. Miller we extend sincere sympathy because of the recent death of his father.

Misses Hazel Cashner, Edith Roach, Kate Funke and Marie Brink, all employed in the local freight office, have, according to recent advice, taken up "domestic science." This has a serious angle to it, and we very naturally offer the warning: "Watch out, boys!"

"Grammer" Burgett, claim clerk, says his farm at Grove City will be a "chicken and berry" farm this summer. He is taking some chances in making this kind of an announcement.

New Castle Division

Correspondent, J. A. Jackson

Neshannock Hall was packed to overflowing on January 26, on the occasion of the Safety Rally and entertainment, held under the direction of J. T. Broderick, superintendent of Safety. An excellent musical and vocal program was rendered by various employes at New Castle Junction, and each number met with rounds of applause.

Superintendent D. F. Stevens introduced Mr. Broderick, who gave an interesting talk on the vital importance of the practice of Safety as pertaining to the happiness and welfare of the employes and their families. After this "Bulletin 70," the greatest motion picture on Safety ever made, was shown on the screen. Dancing was the concluding feature of the evening's program, and the Hammond-Fishburn Orchestra rendered a special program of the latest dance hits. It was the greatest gathering of Baltimore and Ohio employes and their families ever held on the New Castle Division.

J. A. Phelps, chief dispatcher, New Castle Junction, is back on the job again, having recovered from a month's serious illness. "Jay" is one of those fellows whose friendship is an asset to those who know him, and a host of friends will be glad to know that he is enjoying good health again.



Assistant Boiler Foreman D. E. Sturdevant and Boiler Foreman G. T. Jones

The accompanying photograph shows D. E. Sturdevant, assistant boiler foreman, left, and G. J. Jones, boiler foreman, right, New Castle Junction Shops. "Denny" is numbered among the expert duckpin bowlers in New Castle, while G. J. is an avowed chicken fancier (not the kind you mean). We're anxiously awaiting an invitation to one of those famous Jones' chicken dinners. It's up to you, George.

Our basketball team is numbered among the leading teams in the City League, and while no predictions are being made as to winning the pennant, our team can be expected to finish well up in the standing when the race closes on March 28.

"Walt" McGonigle, genial messenger, Master Mechanic's office, is back on the job again after an illness of a week. Nicholson said he drank too much red lemonade at the Safety Rally.

Miss Ethel Thomas, fuel clerk, Superintendent's office, New Castle Junction, has been transferred to car record clerk, Terminal Trainmaster's office. She took her cute little smile with her and we miss them both.

In one of the most interesting basketball games ever witnessed on the "Y" floor in New Castle, our team defeated the fast Keystone Five by the close score of 20 to 19. An extra period of play was necessary to decide the winner, as both teams were tied at the end of the last half. It looked as though there would be no scoring in the extra period either, but Captain Claire Kocher put the enemy to rout when he caged a field goal just as the whistle blew, and another victory was tucked away for the railroaders.

Cleveland Division

Correspondents

A. F. Becker, *Secretary to Superintendent*, Cleveland, Ohio
Amy A. Ford, *Clerk to Pilot Engineer*, 621 Sloan Building, Cleveland, Ohio
E. L. Miller, *Chief Clerk to Division Freight Agent*, Akron, Ohio.
H. B. Smith, *Supervising Agent*, Cleveland, Ohio
W. E. Brugh, *Clerk to Trainmaster*, Massillon, Ohio

Sleepless nights and busy days do not change the smiling countenance of Captain T. L. Rowe since the arrival of a 10-pound girl on February 6. Congratulations!

Claim Adjuster Stultz continues to follow from town to town the famous photo-play, "TO PLEASE ONE WOMAN." Suggestions are cheerfully received as unproductive leap years continue to pass.

On December 23, Miss Mabel Whitsman of Aultman, Ohio, became the happy bride of Cashier C. L. Williams at Uhrichsville. Needless to say, all future arrangements will be handled by Mrs. Williams.

Advice has just been received from Chicago that H. Hercules Reum was elaborately dined by old friends on the evening

before his departure. The cigars served were a rare Havana brand, carefully wrapped; however, he remarked that the smoke of the paper spoiled the flavor. "Not enough Turkish."

Shortage of gas in Lakewood and the improvised heating system adopted by Claim Agent Maisch for the cold winter nights has resulted in many restless nights. Taking to bed a large jug of hot water is a blow at the high cost of fuel, but, George, why worry all night about the cork coming out?

Supervising Agent Smith reports the earnest cooperation of all local crews and station forces in the endeavor to cut loss and damage in half—in 1921.

Unknown talent has been discovered for future Welfare entertainments. A special car was provided for employes from Cleveland attending the recent Safety Rally at Lorain. A. F. Becker, secretary to superintendent, gave some very pleasing solo selections on the return trip, while Chief Clerk Fluck did some artistic dancing, including the "Shimmy." The date of the next performance will be announced later.

Akron

The accompanying photograph was resurrected, no one knows how or where. Nevertheless Miss Catherine O'Toole, posting clerk, has a wonderful disposition, except when someone forgets and calls her "Katty." This photograph was taken when Miss O'Toole was enjoying the sunshine on her vacation.

On February 8, in the home of Yardmaster O. P. Eichelberger, the marriage of Miss Gertrude Botler and Luther W. Bechtol, chief clerk to the terminal trainmaster, was solemnized. After a honeymoon in the East, Mr. and Mrs. Bechtol will be at home to their friends at 146 Grand Avenue, Akron. Mr. Bechtol is one of our most popular employes and we all join in wishing them happiness.

We are glad to welcome to our midst W. H. Winkler, as agent at our South Akron Station. Mr. Winkler comes from Sandyville. He is a live wire, is making a big hit in South Akron and we are delighted to have him with us.

About 300 of the Akron employes enjoyed very much the hospitality of the Cleveland Welfare League at the Division Safety Rally held in the Winton Hotel, Cleveland. The Company very kindly provided a special train and we had a real jazz orchestra with us on the trip. We all had a wonderful time and hope that we will be able to reciprocate with our Cleveland friends by having them as our guests soon.



Miss Katherine O'Toole, posting clerk

The basketball team journeyed to Willard, accompanied by a special car of loyal Akron rooters, to play the strong Baltimore and Ohio team of that city. Because of an accident to "Pinky" Boyd, in which his arm was dislocated, the team was seriously crippled and met defeat. However, Manager Ballard assures us that we will redeem our good name at New Castle soon. The usual special car of rooters from Akron will accompany the ball team to New Castle.

Dover

Conductor W. F. Stapleton has returned to work afterspending several weeks in Canada.

Night Yardmaster M. Reidy is back at work again. He was laid up with an attack of stomach trouble.

Yard Clerk "Tom" Adams was a little humiliated the other night. He took a girl friend to "Bringing up Father" at the Seashore and had a box seat. During the show one of the chorus girls took a liking to him for a few minutes, and made things a little uncertain for his best friend.

Friends and employes around Dover express their sympathy to Yard Conductor L. C. Kail, whose father passed away on January 25. A floral remembrance was sent to the bereaved family.



"The proudest moment of our lives had come!"

"It was our own home! There were two glistening tears in Mary's eyes, yet a smile was on her lips. I knew what she was thinking.

"Five years before we had started bravely out together. The first month had taught us the old, old lesson that two cannot live as cheaply as one. I had left school in the grades to go to work and my all too thin pay envelope was a weekly reminder of my lack of training. In a year Betty came—three mouths to feed now. Meanwhile living costs were soaring. Only my salary and I were standing still.

"Then one night Mary came to me. 'Jim,' she said, 'Why don't you go to school again—right here at home? You can put in an hour or two after supper each night while I sew. Learn to do some one thing. You'll make good—I *know* you will.'

"Well, we talked it over and that very night I wrote to Scranton. A few days later I had taken up a course in the work I was in. It was surprising how rapidly the mysteries of our business became clear to me—took on a new fascination. In a little while an opening came. I was ready for it and was promoted—with an increase. Then I was advanced again. There was money enough to even lay a little aside. So it went.

"And now the fondest dream of all has come true. We have a real home of our own with the little comforts and luxuries Mary had always longed for, a little place, as she says, that 'Betty can be proud to grow up in.'

"I look back now in pity at those first blind stumbling years. Each evening after supper the doors of opportunity had swung wide and I had passed them by. How grateful I am that Mary helped me to see that night the golden hours that lay within."

In city, town and country all over America there are men with happy families and prosperous homes because they let the International Correspondence Schools come to them in the hours after supper and prepare them for bigger work at better pay. More than two million men and women in the last 29 years have advanced themselves through spare time study with the I. C. S. Over one hundred thousand right now are turning their evenings to profit. Hundreds are starting every day.

You, too, can have the position you want in the work you like best. You can have a salary that will give your family the kind of a home, the comforts, the little luxuries that you would like them to have. Yes, you can! No matter what your age, your occupation, or your means—you can do it!

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☐ Traveling Engineer	☐ R. R. Agency Accounting
☐ Traveling Fireman	☐ R. R. Gen'l Office Acc'ting
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ Cert. Public Accountant
☐ Round House Foreman	☐ BUSINESS MANAGEMENT
☐ Trainmen and Carmen	☐ Private Secretary
☐ Railway Conductor	☐ Business Correspondent
☐ MECHANICAL ENGINEER	☐ Stenographer and Typist
☐ Mechanical Draftsman	☐ SALESMANSHIP
☐ Toolmaker	☐ ADVERTISING
☐ Machine Shop Practice	☐ Railway Mail Clerk
☐ Gas Engine Operating	☐ CIVIL SERVICE
☐ CIVIL ENGINEER	☐ ELECTRICAL ENGINEER
☐ Surveying and Mapping	☐ Electrician
☐ R. R. Constructing	☐ Electric Wiring
☐ Bridge Engineer	☐ Elec. Lighting & Railways
☐ ARCHITECT	☐ Telegraph Engineer
☐ Architectural Draftsman	☐ Telephone Work
☐ Ship Draftsman	☐ MINE FOREMAN OR ENG'R
☐ Contractor and Builder	☐ Stationary Engineer
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Canadians may send this coupon to International Correspondence Schools Canadian, Ltd., Montreal, Canada

Conductor F. J. Rericha, who formerly worked out of Dover, paid us a visit last Sunday. Frank is now on 88 and 89 out of Cleveland to Valley Junction.

Yard Clerk "Tom" Adams is taking a trip to Salinas, Cal. "Tom" has relatives out there, and possibly will try to tie up with one of those movie stars. Can you beat it?

Trainmaster J. Fitzgerald undertook the task of making some conductors of our brakemen. He succeeded fairly well. Brakemen Sherman Naylor, John Stevenson, Charles Powell and A. A. Newland from Dover, and Brakemen G. H. Brugh, W. H. Heyer, G. R. Murray and F. C. Cline were promoted to conductors on January 30. We wish them success in their new duties.

Miss Mabel M. Intermill, cash clerk, Dover Freight House, contemplates a trip to Pittsburgh. She says it is for shopping only. However, on seeing her solitaire, we believe otherwise.

H. P. Lohrman, warehouseman, Dover Freight House, resigned on February 8 to enter Ohio State University. We did not like to lose Mr. Lohrman, and trust that after he has completed his studies he will return to the Baltimore and Ohio.

Massillon

E. Polen, roundhouse foreman, has returned to duty again. Mr. Polen was off for several weeks because of an attack of smallpox. Glad you are fully recovered, Mr. Polen.

J. T. Sidaway, bridge inspector, has taken a trip to Florida. We would all like to go along with you "Tom."

N. B. Zisimos, section foreman, Massillon, has returned to his "old country."

Many of the Baltimore and Ohio employes and their families of Massillon and Dover went to Lorain on February 1 on the special train to see the rally and entertainment. All had a good time and plenty of fun.

P. M. Carpenter and F. C. Bumgarner have been assigned to extra passenger work out of Cleveland as brakeman and baggageman.

Chicago Terminal

Correspondent, Thomas H. Williams

An interesting evening was enjoyed by all who attended our Safety Rally, held in the White City Casino on February 4. The attendance exceeded one thousand people, all our employes and their families. The entertainment, furnished by home talent, proved as enjoyable as that rendered by professionals. Those of our family who took part were: A. D. Gans, safety magician; Miss Virginia Ratcliff, daughter of Mrs. B. Ratcliff, stenographer, General Superintendent's office; Clarence Seifert and sister, son and daughter of Signal Supervisor C. O. Seifert; Locomotive Engineer and Mrs. E. B. Oliver, and Miss Yvonne DeVeny, daughter of Trainmaster F. S. DeVeny.

The entertainment was followed by a Safety talk by D. M. Julian, car foreman, and an interesting address by J. T. Broderick, superintendent of Safety. After the motion picture, "Bulletin 70," was displayed, the chairs were moved to one side and a large number of those present enjoyed the dancing.

The rally was full of goodfellowship from the first click of the castenets to the final chorus. Great credit is due Superintendent J. L. Nichols for the efficient way in which he conducted the rally, and we know that everyone left with a clearer understanding of just what "Safety First" means.



Girls from Stores Department and Master Mechanic's office, Chicago Terminal

Locomotive Engineer John Latchaw was seriously injured over a year ago to such an extent that it was thought he would lose his foot, but he positively objected to the amputation and gamely fought the battle that finally put him in condition to return to work with his foot almost as good as ever. We are all glad to see him back in the harness.

We regret losing our accountant, A. J. Ireland. "Al" goes to the Police Department in the Bureau of Records. Good luck!

Yes! The Stores' Bowling Team is *still* in the *cellar*—not a bad location either, eh?

Frank Ruth, of the Car Accountant's bowling team, recently came within a few pins of equalling high average. Keep it up, Frank, better luck next time.

Our heartfelt sympathy is extended to Henry Burg of the disbursement division of the Accounting Department in the loss of his mother.

Those infernal thought waves of procrastination are mental "bugs" that have a brilliant headlight in front and long sharp "stinger" behind. With a little encouragement they breed by the millions and inject their poison into the mind of man only to hinder his happiness and success. Earnest work is the only antidote that will exterminate these pests. One good lick of work is worth 10,000 wishes in striving for success. The whole world respects a good worker. Work is the great conqueror—our one best friend and the foundation stone of all successes. There never was a time when concentrated efforts and diligence were not rewarded by a just measure of attainment—and there never will be.

The Accounting Department Team is now tied for first place in the Bowling League. Watch them get a strangle hold on first place.

The C. B. & Q. employes are having a Claim Prevention Campaign, the slogan being "Prevent a claim a day." There is not a department in the organization of the Railroad that cannot be of assistance in prevention of claims. Let's go the "Q" one better and make it two a day for a starter and see how easy it really is.

Nature plays no favorites in apportioning her daytime. The sun rises at the appointed hour for all alike and thus gives every man an equal start with his fellow workers. There may be some who appear to reach their heights without taking advantage of that equal start, but they are the exceptions to the rule and make poor examples by which to gauge our efforts. Time is divided into past, present and future—with the future steadily shifting over to the past like the hands of a clock, and when it passes the ever present is the time to think, act and work—making every minute of the present count to insure the pleasant vision of a successful past.

H. J. Weber, demurrage adjuster, Accounting Department, while in a restaurant the other day, casually looked to the floor and was greeted with the sight of a paper resembling a gum wrapper. Not wishing to attract undue attention he accidentally dropped his "bill folder" near the object of his gaze and in picking up the folder also picked up the "wrapper," which he found to be a $5.00 bill. Just like Weber, he immediately handed it over to the "Far East Campaign."

Elmer Kremsky is back on the job after having been confined at home by illness.

Miss Rose Glover reports the death of one of her baby nieces. The other one is well and we hope that she may in a measure appease the grief of the bereaved ones.

Charles Johnson, chief clerk, Freight Claims and Receipts, has had a disfigured face from the effects of an abscessed tooth. He says it's funny to everyone but himself.

Engineer Wordelman, who was injured on January 21 by fallling off running board of an engine, is in St. Francis Hospital. The last report received was that he is getting along nicely. We wish him a speedy recovery.

N. T. Paarlberg, agent, Barr Yard, has just returned from a week's trip to Denver. General Yardmaster Anderson has issued instructions that his trip is not to be discussed during working hours. "Nuff sed."

Frank Flassig, car repairer, has sent his wife to the country. We wonder why.

We know a certain young lady who will positively not have anything to do with a young man who drives a Ford. Reasons: While "Andy" Gump, with the best of inintentions, was trying to show her an enjoyable evening, he drove her out 12 miles in the country. Suddenly "Henry" balked and it took "Andy" one hour and forty-five minutes to persuade him to go. The last "Andy" saw of the young lady she was walking back to the city with her head high.

The figures given below reveal in a startling way the amount which accidents cost our Terminal Railroad for two months last year:

	September	December
Track	$3831.52	$1812.24
Equipment	4551.69	3655.22
Contents	631.35	502.00
Wrecking	.....	139.00
Total	$9014.56	$6108.46

The causes are classified and show decreases, but it is estimated that with a little more care and efficiency this should be cut at least 75 per cent. more. A study of these figures indicates that we are still in need of more education in regard to preventing accidents. It must be realized that damage occurring through accidents, represents a total loss. Are you doing your part to reduce accidents?

Who said the Irish were superstitious? The Safety Rally was held on *Friday* and "Ed" Ryan, one of the distinquished ushers, just couldn't keep away from Post 13. Who was she, "Ed"?

The accompanying picture shows why the offices of the Stores Department and Master Mechanic at East Chicago are always radiant with sunshine, no matter how gloomy the day. The girls are: Margaret English, Bartie Stewart, Marguerite Craick, Cora Scholl, Frances Wahl and Hattie Arnold.

Chicago Division

Correspondents

F. N. SCHULTZ, *Division Operator*, Garrett, Ind.
ESTHER J. SPREENBERG, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.
R. R. JENKINS, *Secretary, Y. M. C. A.*, Willard, Ohio
P. H. CARROLL, *Signal Supervisor*, Garrett, Ind.
W. C. ADDY, Willard, Ohio
FLORENCE E. SMITH, *Freight Office*, Chicago

The accompanying photograph is of a part of the force in the Superintendent's office at Garrett.

They are, left to right: Back row—Misses Gertrude Crow, Frances Stack, Marguerite Roan, Mary Madden, Margaret Hammers, Nordica McCullough. Second row—Helen Loomis, Jeune Milholland, Vesta Marvin, Dorothy Brinkman. Third row—Georgia Imler, Clarice Horn, Leoria Trimble, Cleatus McKinley, Vera Coffing, Selma Grischke, Elsie Rang, Madolin Scisinger.

Garrett

Supervisor Clark, who received the prize for the best sub-division on the Chicago Division, gave his firemen a turkey dinner, and after dinner took them to the picture show and had three special reels run off for them.

Willard

B. L. Prince, Willard Police Department, was transferred to Cincinnati on February 5. He has purchased a home in East Norwood, Ohio, so that he will be close to his work.

Harry Guydenberger, former night roundhouse foreman, has been transferred to Washington, Indiana, to take charge of the machine shop there.

Mr. Hirsch, Garrett, Indiana, has been transferred to Willard, vice Mr. Rumbaugh, who takes Mr. Heinlein's place. Mr. Heinlein is now chief rider on eastbound hump.

"Johnny" Karr has decided to take up preaching for the benefit of unsatisfactory brakemen.

Engineer John Shearer has been off duty since the first of November because of illness. We wish him a speedy recovery.

A new turntable will be installed at the roundhouse soon after the first of April. The new one will be much larger than the old. Two new water tanks have also been installed at the foot of the coal chute. This will be a great advantage in watering engines before going on the cinder pit.

"The Air Car," a lecture, held in Willard from February 6 to 26, inclusive, was attended by many firemen, engineers and trainmen.

Fireman Viers has returned to his duties in Fostoria after having been absent for two months.

South Chicago

On January 22, the Veteran Employes' Association held its meeting and banquet at Garrett, Ind. Six of South Chicago's "Old Reliables" attended. They are: "Bill" Oburn, Charles Maley, Hugh Lee, Karey Pence, "Bill" Frame and Frank Johnson. They had a very enjoyable time.

Congratulations, "Cass"! So that's the news! (Note: Catherine Donnelly and Thomas McArdle were married on Thursday, January 20, at St. Bride's Church.) We wish you both much happiness.

Someone at South Chicago tells me that they encountered George Maypole at dinner at the Terrace Gardens and wish to know if "Somebody's Uncle" left a "small fortune." Who was the "gentleman" with you?

Our bill clerk, Miss Ethel Poole, is still off duty because of her injury. She is able to be about on crutches, but it will probably be some time before she is with us again. We are all with you, "Poolie."

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

Can any one beat this? Harold Barnhart, clerk, in General Car Foreman's office, states he visited his uncle on Christmas Day and partook of a delicious dinner; he weighed himself before eating and found his correct weight to be 169 pounds, but after eating and getting on the same scales they tipped 174 pounds. Still he said he was not VERY hungry when he started to eat.

We are advised that the stork visited the home of Time Clerk Clarence Steel on January 9 and left there a baby girl. "Red" had the usual happy smile. Congratulations!



Brakeman F. R. Rice

E. H. Fisher has been appointed general yardmaster, Chillicothe, in place of O. E. West, promoted to general yardmaster, East St. Louis. We wish both of these men continued success in their new positions.

It is with regret that we report that Thomas F. McGrath, brakeman, had his right foot mashed at Greenfield while switching train 86 on January 18. After pulling car off coach track he started to climb between cars, his foot slipped and he went between draw head and dead wood. His foot was crushed so that it became necessary to amputate a part of it. We are glad to announce, however, that he is getting along nicely.

Engineer C. L. Schwarzler recently surprised himself and his friends by becoming a benedict. He was "treated" a few days later to a mighty fine "calf wagon" ride about the principal streets of Chillicothe by his friends. We all congratulate you, "Charlie," and wish you much happiness.

We extend to Dispatcher W. W. Woodward our sincerest sympathies in the loss of his wife, who died January 23.

Fireman W. R. Dean, who recently underwent an operation for appendicitis, has recovered and is back on the job.

It is with regret that we announce the death of the wife of Brakeman P. R. Cotner on January 23. Our sincere sympathy is extended.

One of the time clerks, Division Accountant's office, has been noticed making all speed possible toward the freight house office, lurking nearby at about 5.05 p. m. Together with this and the tell-tale solitaire on a certain young lady's finger (which was mentioned previously) the forthcoming item for the MAGAZINE (also mentioned) will be delayed but a short time.

The following item appeared in the Columbus *Dispatch*, under date of January 16. "The engagement of Miss Mildred Woods, 266 South Ogden Avenue, to Mr. E. Zenner Taylor, 360 Marshall Avenue, is announced today." This article was accompanied by a picture of the bride and groom to be. Mr. Taylor is a brakeman on the "Midland Local" on the Ohio Division, and we congratulate him.

The following unusual letter was received by Joint Ticket Agent E. F. W. Kemmerer, at Chillicothe. "Enclose find 25 cents due you on half fare ticket or instead of half fare." (Signed)—From a "Conscience." Letter was post-marked Piketon, Ohio, and evidently was from someone who had only paid half-fare for a child who should have paid full fare.



Some of the girls in the Superintendent's office at Garrett



Helena Marie, daughter of LeRoy A. France, clerk, Superintendent's office

We extend to Division Operator G. W. Plumley our sincere sympathy in the loss of his daughter, who died in Albuquerque, N. M., on January 29.

We are sorry to report that Engineer J. Sulzer was seriously injured on January 21 while oiling front engine trucks, just previous to starting on his run. Sheet iron cover fell, striking him on back of head. We hope for his speedy recovery.

Freight Claim Prevention meetings, held on the second Friday of each month, are being well attended, and we feel that this committee is doing much to avoid freight claims. Any employe interested is always welcome at these meetings. Help cut loss and damage, thereby cutting freight claims

Good Railroading means *More Car Miles. More Car Miles* mean less pounds of coal per gross ton mile. Practice *Good Railroading.*

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*

An illustrated lecture on the safe transportation of explosives and other dangerous articles was given in the Scottish Rite Cathedral, Louisville, Ky., on December 16, by a representative of the Bureau of Explosives, and was largely attended by employes.

The Freight Claim Prevention Committee held a meeting in the assembly room at Seymour on January 18. The manual of procedure for freight claim prevention meetings is just being distributed, which we hope will add to the enthusiasm that has already been manifested in these meetings.

On January 19, at St. Patrick's Church of Louisville, Ky., the wedding of Miss Rosella Keenan, daughter of Mr. and Mrs. Thomas J. Keenan, to Charles J. Seibel, Accounting Department, Louisville Local Freight office, took place, after which an elaborate wedding breakfast was served at the Louisville Hotel for near relatives and friends. They visited Cincinnati and Cleveland on their honeymoon. All extend best wishes.

On January 30, at the Methodist parsonage, Miss Pearl Krewell and L. F. Ackerman, of our Dispatcher's office, were united in marriage. Mr. and Mrs. Ackerman left immediately after the ceremony for Louisville and other points of interest. Congratulations and best wishes.

Deepest sympathy is extended to Brakeman and Mrs. Clyde Raeburn in the loss of their infant son, who recently died of dyphtheria.

The accompanying photograph is of the rear of engine 197 and crew, Bedford Branch. The men, left to right, are as follows: "Tom" Murray, brakeman; Windom Goss, fireman; C. H. Frey, engineer; F. S. Gilbert, conductor; J. C. Purkhiser, brakeman.



The late Patrick Clark, Ohio Division, whose obituary appeared in the February issue of the Magazine

Illinois Division

Correspondent, Omer T. Goff, *Secretary to Superintendent*

Patrick Shannon, veteran employe, was born in County Roscommon, Ireland, March 17, 1852, and passed away at his home in this city on December 15, 1920, at the age of 69 years.

The deceased came to this country with his mother at the age of eight years, when his parents located in Lebanon, his father having arrived here several months prior to their coming. When a young man he secured employment with the Ohio and Mississippi Railroad, now the Baltimore and Ohio, and served for more than 40 years at this work until the company saw fit to place him upon the retired list with a pension in 1917.

He was married in Lebanon on July 3, 1872, to Miss Catherine Fannon.

Mr. Shannon had been in excellent health until a few weeks before his death, which was a complete shock to his many friends. Although he never took part in city affairs he was known to most everyone as a highly respected citizen.

He is survived by four children, namely, Police Commissioner John Shannon; Mrs. J. J. Whalen of East St. Louis; James and Elizabeth of this city; three grandchildren and one brother, Peter Shannon of Chariton, Iowa.

Funeral services were held on December 17, from St. Joseph's Church, of which he was a faithful member.

Office of General Freight Agent, St. Louis, Mo.

Correspondent, Francis Piglosky

Extensive investigation to ascertain the cause of recent misfortunes of our bowling team has developed that a certain member of the team appears to be very prosperous. However, this matter has been corrected. Complaint also has been made that a pendulum motion of "Tenacious Tony" and "Angel" Haack has somewhat unnerved the members of our team to such an extent that they had to be reminded in order that the balance could do themselves justice.

Arrangements have been made with the management of the alleys to leave at least four alleys between lady bowlers and our team. This matter has been taken at the request of "Terriffic Turgeon."



Bedford crew

Miss Frances wants to know if there are any candy shops in Kansas City.

W. F. B.: Do you know Miss Fox?
"Al": I know Fox, the tailor.

East Dayton, Ohio

Correspondent, Edward Mannix

The spirit of economy which has ever been prevalent in our shops and roundhouse is strongly asserting itself at the present time and it is pleasing to note that Master Mechanic A. E. McMillan and General Foreman W. A. Gilmore have made good records in this respect.

Miss Anna Jackson, general record clerk, Store Room Department, has been confined to her home for the past few weeks because of illness. Last reports show that she is convalescing nicely and will soon be able to be back at the old stand. Our best wishes are that this prophecy will come true.

On February 10, "Bulletin 70," the Safety motion picture, was shown in our city at the Y. M. C. A. Despite the inclement weather of rain, hail, sleet and snow, the hall was packed to its capacity. The picture in itself was the most educational of its kind ever shown in our city, and those who were fortunate enough to secure admittance will never forget it.



The late Patrick Shannon

...per
...ords, the
... don't like
...ower on account
... you occupy an upper
... up to go to bed and get
...hen you get up. You can have the
...er if you pay higher. The upper is lower than the lower because it is higher. If you are willing to go higher, it will be lower."

But the poor man had fainted.

...Safety taught us what ... remembered.

The accompanying picture of the Stores Department Lumber Yard Crew at East Dayton shows William Cunningham, fore-



Lumber Yard gang

man; George Marron, James Anderson, Harry Appenzeller and William Martin.

The accompanying photograph is of Johnson's Station. The building here was torn down when the fill was put in for the cut-off, which was built when the Miami Conservancy started erection of the dam at Taylorsville.

The accompanying photograph is of our 100 per cent. Safety crew. During the recent No-Accident Campaign, these boys had not a single accident to report. They are, left to right: Charles Posell, seal clerk; Walter Reed, fireman; "Jack" Stevens, engineer; Alonzo Stephenson, conductor; Charles Lease, brakeman; James Putman, brakeman.

In Defense of Kentucky Boys

In a note about "Hice" Laughlin, superintendent of Kentucky District, that recently appeared in the MAGAZINE, it was stated:

"When the outlaw strike was on, not so long ago, he acted as conductor on the up and down passenger train, and stood ready to act in any capacity that was required."

Fearing a misinterpretation of the note an employe sends us the following:

PITTSBURGH, PA., January 7, 1921
EDITOR, BALTIMORE AND OHIO MAGAZINE,
Baltimore, Md.

Sir—Please allow me to register a kick in regard to the attached clipping from

...conductor. Well, here is the reason: The passenger



Left to right: Miss M. Baude, ore clerk; A. Zink, chief engineer, coal machine; Miss M. Keurth, stenographer

conductor, J. M. Moore, and Engineer Burpo, together with 12 brakemen, volun-



Johnson's Station

"The Work Praises the Workman"



Force of Captain of Police Molter. Left to right, back row, standing: J. A. Wheeler, train rider; J. W. Hall, train rider; F. W. Hern, patrolman; B. M. Place, train rider; E. F. Severs, patrolman. Seated are: J. B. Watts, watchman; J. W. Severs, lieutenant; Hulda Jacobs, clerk; Captain J. C. Molter; Lieutenant E. Tracey; J. L. Johnson, train rider; H. W. Kniffin, patrolman; J. P. O'Neill, patrolman; W. Reading, train rider. Captain Molter has been transferred to Chicago



ONLY $1.00 DOWN

Send coupon with $1.00 for this Wonder Pure Aluminum Set. Extra heavy weight 99.4% pure aluminum. Absolutely guaranteed. Seamless, sanitary, easy to clean. *Guaranteed for 20 years.* It will not flake, chip, peel or corrode—heats quickly and evenly and saves fuel. All pieces except the pie plates and bread pans are buffed and polished to mirror-like brilliancy Shipped direct to you for 30 days trial on our special offer. The only way to appreciate this wonderful bargain is to see and use this set. Let us ship it to you right away. Only $1.00 down—then $2.50 per month—total price $21.85. Send coupon now.

This Wonder Set consists of:—1½ quart **extra heavy paneled rice boiler** (3 pieces); 6 quart **extra heavy paneled tea kettle** (2 pieces) with flat metal "stay-placed" handle and cocobolo finished metal tipped grip; **9 cup percolator** (4 pieces). Has welded spout and cocobolo grip handle; 3 quart **extra heavy, lipped** sauce pan; 4 quart covered convex sauce pot (2 pieces), **extra heavy, buffed** and **polished.** Has "stay-placed" handle and cocobolo finished grip; 1 quart lipped sauce pan **extra heavy gauge, rimmed edge.** 2, 9-inch seamless pie plates; 2, 9½-inch seamless bread pans with rounded corners; 10⅜-inch **extra heavy lipped fry pan** with rimmed edge; and our special **9 piece combination Roaster Set.** This wonderful combination set gives you practically every utensil needed to do your cooking, roasting, baking and frying. While it consists of 9 actual pieces, these pieces are so formed and fitted that they may be converted into the following utensils: A self-basting roaster, a double boiler; cereal cooker or triple steamer; an egg poacher that poaches 5 eggs at one time; a muffin pan biscuit baker with 6 custard or jelly moulds; a bread or bake pan; a pudding pan; a mixing bowl; and a stew pan. The entire set consists of 27 actual pieces. Shipping weight about 15 pounds. Order by No. A-121. Send for this set today.

Money Back If Not Satisfied

30 days' free trial in your own kitchen. If satisfied pay balance at only $2.50 per month. If not, return to us and we will refund your $1 and freight charges both ways.

L. Fish Furniture Co.
Dept. 5253 CHICAGO

Send Coupon

Don't miss out on this big bargain. Don't put off sending for this Wonder set at this very low price. Make your kitchen work a pleasure. Send this coupon now—today!

L. FISH FURNITURE CO. EST. 1858

L. FISH FURNITURE CO., Dept. 5253 Chicago

Enclosed is $1.00. Send me your Wonder Aluminum Set No. A-121 on 30 days' free trial. If satisfied I will pay the balance at $2.50 per month. If not, I will return the set to you and you will immediately refund my $1.00 and freight charges both ways.

No. A-121 —$1.00 down, $2.50 per month. Complete price $21.85

Name .....

Address .....

Post Office ..... State .....

If you only want Furniture, Rug, Stove, Phonograph, Watch and General Household Catalog, put X in box ☐

A Doctor Who Takes His Own Medicine

Dr. Frank Dorsey, medical examiner of the Relief Department at New Castle, Pa., entered the service on July 30, 1906. He has always taken an unusual personal interest in the well-being of our employes, and is a favorite among our people on the New Castle Division.

Soon after coming into the service, Dr. Dorsey recognized the great value of the Savings Feature of the Relief Department, particularly the opportunity it offers employes to secure their own homes in an economical and convenient way. Hence, during his entire career with the Railroad, he has urged those



HOME OF DR. FRANK DORSEY, MEDICAL EXAMINER, NEW CASTLE, PA.

employes with whom he has been associated, to secure homes for themselves through the Relief Department. And when the opportunity offered, he seized it, and, practicing what he preached, started to become a home owner through this easy plan. Now, both he and his family are proud of the attractive home pictured on this page, where they live in comfort and contentment.

They, like thousands of other Baltimore and Ohio employes, do not have to worry about the monthly visit of the rent collector, because they made the wise decision to let the Relief Department help them secure their homes.

Do you know what an easy and economical plan the Relief Department has to offer you? If not, don't delay but write now for full particulars to

Division "S," Relief Department
The Baltimore and Ohio Railroad Company
Baltimore, Md.

Stifel's Indigo Cloth

Standard for over 75 years

STIFEL REGISTERED



Equal parts good looks and real quality—that's why **OVERALLS, JUMPERS AND UNIFORMS** of Stifel Indigo Cloth are 100% work Clothes!

No amount of wearing or washing will dim Stifel Indigo's beautiful blue color. And its dotted stripes and other patterns are guaranteed not to break in the print.

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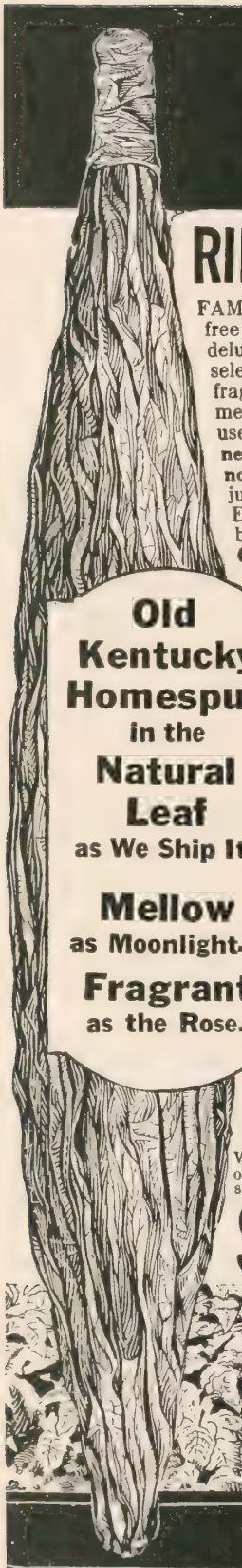


A Railroader in the Making


Baltimore and Ohio
Magazine
April
1921

OLD KENTUCKY HOMESPUN TOBACCO

Cream of the Finest Crops Direct to You



RIPE, RICH, OLD-FASHION LEAF

The choice of Kentucky's finest crops direct from our farms to you. This FAMOUS OLD KENTUCKY HOMESPUN is no more like the manufactured tobacco than day is like night—free from chemicals and all other adulterations that undermine the health, that conceal imperfections and delude the sense of taste. Grown and nurtured in Kentucky's finest soil, cut at the proper time, carefully selected, aged and mellowed for chewing and smoking. Like old wine in the cellar, its rich, rare fragrance permeates the air. Cured and "sweated" by the same method as employed in the early days, the method our grandfathers used in preparing tobacco for their own use—**every trace of harshness leaves it—nothing to "bite" your tongue or parch your mouth; nothing to tire your taste.** No fancy packages, no decorations—just QUALITY and lots of it. Throughout the country—North, East, South and West, men have tested this fine old tobacco and spread the news of its inimitable quality. Grown right here in the greatest tobacco producing district in the world. **We bank on it you have never tasted a finer flavored, more satisfying tobacco in all your life.** Give the old "cob" a treat—"load 'er" up to the brim. Cut off a "hunk" as big as your fist and slip it between your teeth. Smoke or chew it will give you the keenest joy since the days of Old Bourbon.

Old Kentucky Homespun in the Natural Leaf as We Ship It.

Mellow as Moonlight—Fragrant as the Rose.



Send No Money

We Pay All Charges!

"I have used the best tobacco they have in Canada, England and Ireland, but have never tasted any as good as your Old Kentucky Homespun."—J. P. O'Connor, Gold Beach, Oregon.

"I am a retired physician, 82 years old. Have used tobacco ever since I can remember. I chew but do not smoke. None gives me such satisfaction as Old Kentucky Homespun Leaf Tobacco. It is not only the most pleasant and agreeable but goes farther than any other kind and produces no ill effects."—S. S. Sutton, Kirby, Ark.

"Your tobacco is everything a person can desire. Even my wife enjoys its pleasant aroma in the house."—A. C. Evering, Grand Center, Ia.

"The tobacco came in good shape and I like it fine. Have been imposed upon long enough by the makers of high priced, doped up trash called tobacco."—C. L. Gates, Morrisville, Vt.

REDUCE YOUR TOBACCO BILL 75%

We are growers of tobacco and sell none but our own crops, therefore exempt from all revenue tax. We pool our crops, placing them in our warehouses and share equally all the expenses of conducting our business, thus our expenses are reduced to a minimum. This co-operative marketing plan eliminates all middlemen; you deal directly with the growers, thereby effecting a saving to you of 75 per cent or more.

Read These Money Saving Prices. We Pay Postage

5 Pounds, $2.98 10 Pounds, $5.85 20 Pounds, $11.40

5 pounds of our tobacco will make 55 sacks of smoking, or 65 chewing or smoking twists.

With each order we include complete instructions (profusely illustrated) showing how we Kentuckians make the old-fashion chewing and smoking twist, granulated, smoking etc.

Which do you prefer? The high-priced manufactured tobacco that has been adulterated, sweetened, chemically treated, or otherwise "doped" in order to minimize the amount of real tobacco used, or do you want the Old-Fashion Kentucky Homespun that brings to you the cream of Kentucky's famous harvest in all its goodness.

SEND NO MONEY

Pay only the price above when tobacco arrives. **TRY THE TOBACCO 10 DAYS** and if it doesn't please you—if it doesn't suit your taste—if it doesn't save you money—back it comes and every cent of your money will be returned without quibble or question. **You Risk Nothing.** Sign and mail the coupon today and enjoy the tobacco treat of your life.



TOBACCO GROWERS ASSOCIATION OF KY.
(Not affiliated with any other tobacco association.)
Warehouse 230 Mayfield, Kentucky

Send me ..... pounds of Old Kentucky Homespun Tobacco by parcel post prepaid. I will pay the price of $..... on arrival. If not satisfied after a 10-DAY TRIAL, I will return the tobacco and you will refund my money.

Name.....

Address.....

(Check whether chewing ☐, smoking ☐, strong ☐, medium ☐, mild ☐)

TOBACCO GROWERS ASSOCIATION OF KY. MAYFIELD KENTUCKY

Please mention our magazine when writing advertisers



Another Dry Vote

"'A burnt child dreads the fire,'" announced the teacher during the lesson in proverbs. "Now, give me a sentence different in wording but meaning the same thing."

A grimy hand shot up from the back of the class.

"Please, teacher," came a small voice. "A washed child dreads the water."—*Blighty* (London).

Misunderstood

He—Margaret, there has been something trembling on my lips for months and months.

She—Yes, so I see. Why don't you shave it off?—*Exchange.*

A red-headed Irish soldier thrust his head out of a passenger coach and excitedly cried, "A woman has fainted here! Has anyone a drink of whiskey?"

A man in the crowd handed up a pocket flask, and the soldier took a long swig.

"Thanks," he said, smacking his lips. "It always did make me nervous to see a woman faint."—*American Legion.*

Misunderstood

Proprietor—Do you drink?

Applicant for Job—Thank you, sir. I'll have a small one.—*Judge.*

On a Returnable Basis

Mr. Sophtie—"Well, Willie, your sister has given herself to me for a Christmas present. What do you think of that?"

Willie—"That's what she did for Mr. Bunker last year, and he had her back before Easter. I expect you'll do the same."—*London Tit-Bits.*

An officer on board a warship was drilling his men. "I want every man to lie on his back, put his legs in the air, and move them as if he were riding a bicycle," he explained. "Now begin."

After a short effort one of the men stopped.

"Why have you stopped, Murphy?" asked the officer.

"If ye plaze, sir," was the answer, "O'im coasting."—*Case Eagle.*

Clever Sandy

The "kirk" was in urgent need of repair, and Sandy McNab, a very popular member, had been invited to collect subscriptions for the purpose.

One day the minister met Sandy walking irresolutely along the road. The good man at once guessed the cause.

"Sandy," he said, "I'm sorry to see ye in this state."

"Ah, weel, it's for the good o' the cause," replied the delinquent, happily. "Ye see, meenister, it's a' through these subscriptions. I've been down the glen collectin' fun's an' at every house they made me take a wee drappie."

"Every house! But—But, surely Sandy there are some of the kirk members who are teetotalers?"

"Aye, there are; but I wrote tae those!"—Pittsburgh *Sun.*

You Need These Books

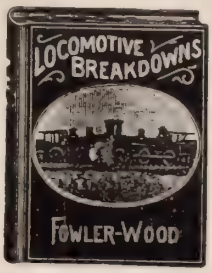
PRETTY soon you will be called up to take your examination and you will have to face a lot of hard questions. Better brush up a little. Our books contain every question with its answer you are likely to be asked by the examiner. They are the only complete railway books issued giving up-to-date, reliable information. Don't put off until examination day comes, but send for the following books at once:

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A practical work containing examination questions and answers on the E T Equipment. Covering what the E T Brake is. How it should be operated. What to do when defective. Not a question can be asked of the engineman up for promotion on either the No. 5 or No. 6 E T Equipment that is not asked and answered in the book. If you want to thoroughly understand the E T equipment get a copy of this book. It covers every detail. Makes Air Brake troubles and examination easy. Fully illustrated with colored plates, showing various pressures. $2.50

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Train Rule Examinations Made Easy. By G. E. Collingwood.

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Air Brake Catechism. By Robert H. Blackall.

This book is a standard text book. It is the only practical and complete work published. Treats on the equipment manufactured by the Westinghouse Air Brake Company, including the E T Locomotive Brake Equipment, the K (Quick Service) Triple Valve for freight service; the L High Speed Triple Valve; the P-C Passenger Brake Equipment, and the Cross Compound Pump. The operation of all parts of the apparatus is explained in detail and a practical way of locating their peculiarities and remedying their defects is given. Endorsed and used by air brake instructors and examiners on nearly every railroad in the United States. Twenty-seventh edition. 411 pages, fully illustrated with folding plates and diagrams. New edition. $2.50

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An entirely new book on the locomotive. It appeals to every railroad man, as it tells him how things are done and the right way to do them. Written by a man who has had years of practical experience in locomotive shops and on the road firing and running. The information given in this book cannot be found in any other similar treatise. Eight hundred and fifty-one questions with their answers are included, which will prove specially helpful to those preparing for examination. 362 pages, 88 illustrations. Cloth. $2.50

Link Motions, Valves and Valve Setting. By Fred H. Colvin, Associate Editor of *American Machinist*

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The only book showing how locomotive boilers are built in modern shops. Shows all types of boilers used; gives details of construction; practical facts, such as life of riveting punches and dies, work done per day, allowance for bending and flanging sheets and other data that means dollars to any railroad man. Second edition. 451 pages, 334 illustrations. Six folding plates. Cloth. $3.50

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His Epitaph

In Zanesville, Ohio, they tell of a young widow who, in consulting a tombstone-maker with reference to a monument for the deceased, ended the discussion with:

"Now, Mr. Jones, all I want to say is, 'To My Husband' in an appropriate place."

"Very well, ma'am," said the stone-cutter.

When the tombstone was put up, the widow discovered, to her amazement, that upon it were inscribed these words:

TO MY HUSBAND IN
AN APPROPRIATE PLACE

—*Case Eagle.*

Saw the following sign in a tailor shop window on Baltimore Street: "Girls Wanted to Sew Buttons on the Fourth Floor."

And on Fayette Street: "We Shine Shoes Inside."

Startling Announcement

At a fancy dress ball the mistress of the house stationed a servant at the door to announce the guests by their costumes. Among those who arrived a little late were two ladies in plain walking garb, to glance at the gay and dazzling scene.

"What costume shall I announce, ladies?" asked the servant courteously.

"Oh, none—we haven't anything on at all," responded one of the ladies.

"Two ladies without anything on at all," bellowed the faithful domestic.—Boston *Transcript.*

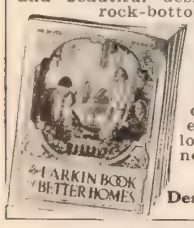


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Larkin Co Inc.
Desk FBOM-421 Buffalo, N. Y.

He Got the Job

After a ruthless process of rejection there were five applicants for the post of errand boy left for the head of the firm himself to interview.

It was one of his flippant mornings, and he sought to amuse himself by asking the eager boys puzzling and quite irrelevant questions to test their general knowledge.

"How far away from the earth is the North Star?" was the question he fired at the first shiny-faced youngster.

"I'm sorry I can not give you the exact figure offhand, sir," was the reply, "but on a rough estimate I should say that it is far enough away not to interfere with me running errands."

Needless to say, he got the job.—*Case Eagle*

New Automatic Adder $3.50



Adds, subtracts, multiplies, whole numbers, fractions, decimals. Makes adding easy for anyone. Saves time — brain work — eliminates errors. Checks your work.

ABSOLUTELY ACCURATE

Quick as a flash and easy to operate. Capacity 8 columns or $999,999.99. Quickly resets to zero. 75,000 pleased owners. Fully guaranteed. Price $3.50 delivered. **With Metal Operating Bands $5.00** delivered. Agents Wanted. Order yours today. Prompt shipments made.

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Railroad Man's Knife $1.00

Introduction Offer—Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle will be mailed you for $1.00 and this advertisement. For only 25 cents extra your name and address will be shown on knife. Size 3¼ inches long.



Easy Money $75.00 to $200.00 monthly. All or spare time. Railroad employes, your spare time can be turned into dollars with a little effort. **We Want a Sales Agent in Every Locality** to introduce transparent handle pocket knives and razors. Under the handles can be placed the emblems of any Railroad or Labor Organization, Secret Society or Fraternal Order. Also the member's full name and address on the other side. Blades, finest steel; handles, handsome as pearl, clear as glass and unbreakable. Every knife guaranteed to be perfect. Every railroad employe will want one as a mark of identification. We can also give permanent employment and exclusive control of territory to those who can give full time in taking orders from the general public. If you are earning less than $1500.00 yearly, let us show you how to make more.

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BALTIMORE & OHIO MAGAZINE

Volume 8 **Baltimore, April, 1921** **Number 12**

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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to promote community of interest and greater efficiency among its employes. Contributions are welcomed. Manuscripts and photographs will be returned upon request

Advertising

Circulation of the Baltimore and Ohio Magazine is over 35,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. We do not guarantee the advertising, but an examination of our columns will show that it conforms to the highest standards. We believe that anything purchased through our advertising will be exactly as represented

PATENTS

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You Can't Beat the Irish

An Irishman came into the office of the president of the Illinois Central Railroad and said:

"Me name's Casey. Oi worruk out in the yar-rds. Oi'd loik a pass to St. Louis."

"That is no way to ask for a pass," said the president.

"You should introduce yourself politely. Come back in an hour and try it again."

At the end of the day back came the Irishman. Doffing his hat, he inquired, "Are yez the man I saw before?"

"I am."

"Me name is Patrick Casey. Oi've been workin' out in the yar-rds."

"Glad to know you Mr. Casey. What can I do for you?"

"Oi-ve got a job an' a pass to St. Louis on th' Wabash. Yez can go to hell."

—*Case Eagle.*

Literal

"What is it," asked the teacher, "that binds us together and makes us better than we are by nature?"

"Corsets sir," piped a wise little girl of eight.—*Case Eagle.*

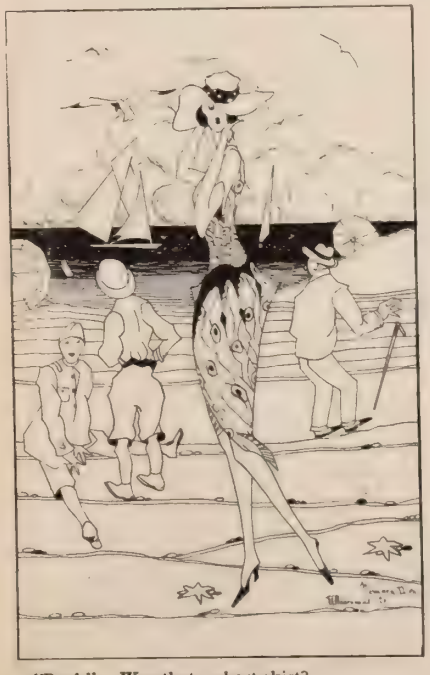
Miss Rose asked her eighth grade: "What are the sister states?"

Mabel answered: "I am not sure, but I should think they were Miss Ouri, Ida Ho, Mary Land, Callie Fornia, Louisa Anna, Della Ware, Minne Sota and Mrs. Sippi."—*The St. Cloud High School Mascot.*

Sad Sad Sad

The saddest words from kith or kin
Come from friend wife,
"WHERE HAVE YOU BEEN?"

—*The Goodfellow.*



"Buck": Was that a short skirt?
"Vet": Naw! Long legs!

Cause of Tommy's Query

"Are caterpillars good to eat?" asked Tommy at the dinner table.

"No," said his father. "What makes you ask a question like that while we are eating?"

"You had one on your lettuce, but it's gone now," replied Tommy.—London *Tit-Bits.*

Can't be Done These Days

"Will you give a poor man a dime to get something to eat?"

"A dime! Now I know you're lying!"—*Judge.*

First Constable: "Did yer git that feller's number?"

Second Constable: "No, he was too golderned fast fer me. That was a perty pert lookin' gal in the back seat, wasn't it?

First Constable: "She shure was!"

—*Hum Bug.*

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standard makes, fully inspected, strongly rebuilt, $5.00 down, 6 months to pay balance. Send us your address and we will mail you at once details of the

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Naturally

She: "Why do they put corn meal on the dance floor?"

He: "To make the chickens feel at home."

—*The Pith Panther.*

The Seen and the Unseen

"We need some new rugs, dear."

"Don't we need blankets more?"

"Yes, but who sees blankets?"—Boston *Transcript.*

Was $200.00 Send No Money Thirty Days Trial Now $158.00

Don't Pay a Cent in Advance

Just mail the coupon below and we will ship you this Model R Silvertone and the records you want with it. Play the outfit as much as you please.

If, at the end of thirty days' trial, you are not fully satisfied that it is in every way the equal of any phonograph on the market selling at prices from 50 to 100 per cent higher than the Model R, simply notify us and we will take away the phonograph at our own expense and return any money you have paid. The test will not have cost you one cent nor placed you under any obligation.

ONLY **$10.00** a month

If, after thirty days' trial, you are fully satisfied with the Silvertone and desire to keep it, send us only $10.00 a month until the total of $158.00 is paid, plus the price of any records ordered.

Price Reduced $42.00 The Model R sold last year for $200.00. Even at that price it represented a big saving over other phonographs of the same size, quality and beauty of design. But at our special sale price of $158.00 it is the biggest phonograph bargain we have ever offered.

Wonderfully Sweet and Mellow Tone

The perfected Silvertone reproducer, in combination with the non-vibrating tone arm and scientifically and acoustically correct amplifying chamber, creates an exceptionally clear tone. The volume of sound from loud to soft is regulated by a tone modulator.

Beautiful Adam Period Cabinet

Only the finest materials are used in making the Model R. It is furnished in three woods, each carefully selected for the beauty of the grain.

Absolute Satisfaction Guaranteed or Your Money Back You are perfectly safe in buying a Silvertone—the phonograph with a lifelong guarantee. We guarantee the Model R to be the equal of any other phonograph in every respect and we will make good this guarantee by returning your money at any time if for any reason you are dissatisfied with your purchase.



Model R
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Mahogany, Walnut or Fumed Oak

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Height, 47½ in.; width, 22¾ in.; depth, 20¾ in. Weight, lbs. Plays any make disc record. Powerful motor.

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☐ Mahogany, Polished
☐ American Walnut, Polished
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Sign Here
(If under age have some responsible member of your family sign with you.)

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Postoffice County State

Shipping Point County State

I have been located in this town since If less than five years, give former address

Do you wish shipment made by express or freight? (State which)

To keep our records straight, please give Name of HEAD OF HOUSEHOLD Business or occupation

(Please Give Names of TWO References Below)

Name	Address	Business or Occupation

☐ **Records**

Check in square above if you want a bargain collection of twelve 10-inch Silvertone Double Disc Records of our selection. Silvertone Records are made by famous artists and can be played on any disc phonograph.

12 Records for $7.95

The Booster

To The Editor, Washington, D. C., March 14, 1921.
Baltimore and Ohio Magazine.

Dear Sir:

I arrived here last night after dining on J. M. Templeman's car. Waiter No. 3 served me.*

"Waiter," said I, "what is that chicken pie made of? Real chicken? Can you recommend it?"

"Yes, sir! You'll find it all right, sir. White meat mostly, with a little dark, and the bones all taken out. You'll never find anything on the Baltimore and Ohio but what's all right, sir, you can bet on that!"

In due course the waiter returned with the pie. It had struck me as somewhat unusual for him to praise the food in just the way he did and I recalled once before hearing another Baltimore and Ohio waiter use much the same expression. I wondered if the Traffic Department had been giving the dining car personnel lessons in the psychology of advertising. Naturally, I was interested—for sooner or later most of the important shippers patronize the dining cars of the roads that carry their freight—so I determined to find out.

"It is refreshing to hear you praise your own road as you did a few moments ago," I said to him. "You will never lose by doing a thing like that."

"Well, sir, I guess it don't make no difference either way. I don't get nothing for it, and I guess the Company don't know there's such a man as me working for 'em, anyhow."

"Hold on—you're wrong about that," I replied. "You may be sure they know all about you. Neither you nor any other man on the road is lost sight of for a second. What you do and say counts every time. Don't you forget that."

"Oh! I suppose they do see my name on the payroll once in a while, but that's about all." Abruptly he added: "That chicken pie's fine, just like I told you, ain't it, sir?"

I doubt if the suggestion of Baltimore and Ohio perfection as conveyed by that final sentence could have been improved. It was not the praise of the pie, it was the "Just like I told you"—*right on the Baltimore and Ohio*—that he put across.

That kind of talk gets business and keeps it. Such a spontaneous expression of loyalty by an employe will make friends for a road every time. Never have both friends and freight been more sorely needed than right now and my little experience has once more impressed me with the unlimited opportunities to boost that come continually to every man in the railway service. With traffic where it is we are all painfully near a case of "boost" or "bust," but if your road and mine can count among our assets such "boost" spirit as I met with yesterday, we need never fear the latter.

Sincerely,

The President of Another Road.

*Waiter No. 3 was H. A. St. Luce—Ed.

Veterans' Success in Solicitation Points the Way to More Systematic and Intensive Campaign

Flying Squadron from Baltimore Will Address Every Lodge During April—All Employes Urged to Attend Meetings

"There is a tide in the affairs of men,
Which, taken at the flood, leads on to fortune."

THE officers of the Baltimore and Ohio believe that the turn in the tide of business depression is about here. For weeks our car loading has been going back, our gross and net revenues falling. But if business reports are to be believed, the month of February was a much larger "order taking" month than January; and March, than February. Order taking does not mean an immediate increase in traffic, but it does mean that the wheels of business are gradually being set in motion, and that portends an early demand for more cars.

Industries Resuming Work

Reports from the industries along the Baltimore and Ohio have been pointing to the month of April for resumption of work in a number of plants, and as soon as they get going their activities will become contagious, and it is confidently hoped that this will mean a gradual return to general business normalcy.

Veterans' Work Encouraging

The best proof of what we can do at this time is what has already been done through the solicitation of our Veterans since President Willard urged them at the meeting of the Baltimore Veterans on December 13 to get all the traffic they could for the Railroad. Reports already in hand, some of which have appeared in the February and March issues of the MAGAZINE, show that many carloads of freight have been directly secured through the Veterans' solicitation.

Return Postcards

Soon after this address of President Willard, Vice-President Fries, in charge of Traffic and Commercial Development, had thousands of return postcards printed. On one-half of the cards on one side was a space left for the name and address of a shipper. On the other side, signed by the employe making the solicitation, was a brief request that the shipper favor the Baltimore and Ohio in placing his shipments. On the other half of the cards was printed, on one side, lines for the name and address of the Veteran and on the other side a brief statement to be filled in by the shipper indicating whether or not he had complied with the request. Some of these postcards were sent by mail by Veterans to their business friends and acquaintances. Others were handed to them and a personal solicitation made, and this method, of course, has brought the best results and is recommended wherever it can be followed.

Ten thousand of these cards have been distributed by George W. Sturmer, grand president of the Veterans, to the presidents of the local chapters, and given by them, in turn, to their fellow members. Hundreds of these cards have been received by Veterans, indicating substantial increases in our business through this solicitation. It is believed, however, that many cards promising business and received by the Veterans have not yet been turned in by them. Hereafter, therefore, in order that an accurate record can be kept of the results of this campaign, it is requested that all these cards be sent by train mail or United States mail to

H. O. HARTZELL,
Manager Commercial Development,
The Baltimore and Ohio Railroad Company,
Baltimore and Ohio Building,
Baltimore, Md.

Bringing the Story to Every Employe

So encouraged have President Willard and Vice-President Fries been with the results already shown by the campaign, that, during the first week in April, it was determined that the campaign be extended and intensified through the Veterans' Associations to all of the employes on the Railroad who can be reached through a series of meetings. Mr. Hartzell is in direct charge of this campaign, and, with W. W. Wood, chief of Welfare Bureau, and Mr. Sturmer, will complete the following schedule during the last three weeks in April:

Pittsburgh	April 11
Youngstown	April 13
Lorain (noon)	April 13
Cleveland (night)	April 13
Connellsville	April 14
Cincinnati	April 15
Lima	April 16
Washington, Ind	April 18
Chillicothe	April 19
Philadelphia	April 20
Martinsburg	April 21
Cumberland	April 22
Parkersburg	April 23
Wheeling	April 25
Newark, Ohio	April 26
Willard	April 27
Garrett	Apri 28
Grafton (noon)	April 29
Fairmont (night)	April 29

Veterans to Hold Open Meetings

Because of the quickness with which this speaking tour had to be organized it is possible that some of these engagements will have to be modified. But J. M. Garvey, grand vice-president of the Veterans and W. F. Braden, Safety representative, are at this writing acting as advance agents, hiring suitable halls in which

The Cover Design

Charming little "Betty" Myers held up No. 146 for a few minutes at Relay, Md., one morning recently, while she presented a glorious bunch of Forsythia to Engineer "Tom" Collins. Meantime George B. Luckey, chief photographer of the Baltimore and Ohio, who conceived the setting, got the pretty picture on the cover.

"Betty" is the daughter of J. B. Myers, Engineer Roadway and Track, and Mrs. Myers, who live at Relay. Engineer T. F. Collins came with the Company in 1896 as a freight fireman. Since 1903 he has been engineer in freight and passenger service.

to hold the meetings, procuring local talent wherever possible for entertainment features, and planning adequate publicity so that all Baltimore and Ohio employes and their families may know in good time of what is being done. The meetings are to be held under the auspices of the various chapters of the Veterans, but through their cooperation all employes and the members of their families are cordially invited to attend.

Operating and Traffic Officers at Meetings

Vice-President Galloway, in charge of Operation and Maintenance, is requesting the officers of his department to attend these meetings and to further their success in every way possible. The same thing is being done by Vice-President Fries in his department. Through the cooperation of J. T. Broderick, superintendent of Safety, all Safety supervisors and committeemen will form a special auxiliary corps to help bring home the importance of this campaign to every employe. During the meetings incident to the special 60-day intensive campaign on Safety now being carried on, the return postcards will be widely distributed.

Over Sixty Per Cent. of Revenue Goes to Payroll

This is a straight business campaign, a frank plea to all our employes to help the Company through this period of subnormal traffic. With the success which has already attended the efforts of the Veterans at several points, notably at Connellsville and Garrett, and with all present indications pointing to the resumption of manufacturing, and the general forward movement of business all along the line, it is confidently believed that by intensifying this business-getting campaign among all the thousands of employes of the Railroad and the members of their families, an immediate and notable increase in our traffic will be shown. And if this result is attained, it will be quickly demonstrated, to the satisfaction of every Baltimore and Ohio man, that the prosperity of the Railroad means the prosperity of its employes. **It should be remembered here that about 60 per cent. of the gross revenue received for every carload of freight is distributed to the employes through our payrolls.**

Helped by the Flood Tide

The rise of the tide of business must not catch us asleep. We must be prepared to ride in on the flood tide to business prosperity. New and profitable traffic affiliations can be made with every industry resuming business, at competitive points particularly, if we will but make them. With the kind of service which the Baltimore and Ohio is giving today, new shippers giving our service a trial will become regular and enthusiastic patrons of our Railroad, with a resulting permanent increase in the number of our business friends and in our prosperity.

These Have Done It—So Can We

Read the following brief articles and see how many of our employes outside the Traffic Department are trying to get and hold business for the Company. Then turn to the Among Ourselves Department in this issue and read in the notes representing our employes at Cincinnati Terminals and Akron, of the efforts of our friends there to secure traffic among their friends and acquaintances for the Baltimore and Ohio.

There are very few employes of the Railroad who are so situated that an effort on their part to get friends to use the Railroad for travel or freight would be fruitless. Church, lodge, society, neighborhood, school—all these associations and others offer the opportunity to bring business to the Baltimore and Ohio. If every employe would look at the problem as have the stalwarts mentioned in the following articles, it would not be long before prosperity was an established fact all along the line of the Railroad.

Newark Division Says Transportation Efficiency is Best Traffic Getter

You need not be an expert traffic man to get business for the Baltimore and Ohio. Follow this cue, and let the Transportation Department do the rest

By W. E. Laird
Chief Clerk to Superintendent, Newark, Ohio

ON February 28, Yardmaster C. B. Powers, at Zanesville, Ohio, and Agent E. C. Doudna at that point, obtained information that G. N. 121268, stoneware from the American Clay Products Company, had been offered for movement via Baltimore and Ohio, Zanesville to Philadelphia, Pa., and that at the same time there had been another car loaded by the same firm for the same destination and offered to one of our competitive lines. These two cars were trial shipments, the delivery of which would decide via what line the balance of a shipment of about 50 carloads of this business would move.

It took Mr. Powers a short time to have this car set first out for No. 92, wire the Superintendent's office, who in turn wired connecting division and General Superintendent Transportation Curren. On March 2, we received advice from Mr. Curren that G. N. car 121268 had arrived at Philadelphia on train 94, at 9.22 p. m. that date, and when notifying the shippers to that effect, they very promptly gave assurance that the 50 carloads yet to move from their plant would go Baltimore and Ohio. Inquiry on March 5, three days after delivery of G. N. 121268 at Philadelphia, indicated that the car forwarded via our competitors' road had not yet reached destination.

This case points out in a very convincing way, that "Service" will get business and retain it when other methods fail, and that the Baltimore and Ohio Railroad has a special brand of that article for sale. Help the Traffic Department get the business by advertising this among your friends in the shipping business, and if you cannot assume the role of a solicitor, help improve the "Service."

And Here is More Super-Service From Newark

C. C. GRIMM, day yardmaster at Newark, Ohio, reports the following, indicating fine cooperation between our employes to the end that no business shall be lost to the Railroad where good service is able to hold it. Mr. Grimm writes:

> Recently Conductor John Robinson, arriving at Newark on extra from Cincinnati, was met by yard clerk to take his bills and mark train.
>
> He had picked up Baltimore and Ohio 196387 at Washington Court House, billed Pittsburgh, the car having a note pinned on it reading, "Yardmasters, this is a rush load, trial shipment, please rush, signed, Agent."
>
> Conductor Robinson would not give bills to clerk until he had shown them to the yardmaster, and as a result, the car arrived on extra east at 4.20 p. m., and was switched out and forwarded on train 92, at 5.30 p. m.

We are glad indeed to publish this note in the MAGAZINE giving credit to Agent Kibler, Conductor Robinson, and the yardmaster for their fine teamwork.

Chicago Veterans Again to the Fore in Getting Business

ON March 24, J. M. Trimble, president of the Chicago Veterans' Chapter, sent in a splendid report of the activities of his veteran associates in getting business. This is real stuff and should inspire their fellow Veterans all over the System to similar activities. Mr. Trimble's report follows:

On March 13, J. F. Walsh secured one carload of lumber from the Hartman Lumber Company, Chicago, destined Pocona Lake, Pa., routed via Baltimore and Ohio to Youngstown, Ohio. This was originally a competitive shipment.

On March 12, W. C. France, Tiffin, Ohio, secured one carload of wash-boards, Tiffin to Detroit, Mich., a trial shipment. This business heretofore moving via competing road. Consignor, Monarch Manufacturing Company, revenue on this shipment $92.00.

On March 17, H. J. Ringle, Bremen, Ind., advised that all shippers at his station had been solicited, as well as nearby towns located on competing lines and that he has secured some new business, of which he will write me fully later.

On March 1, D. D. Kaup, Fostoria, Ohio, secured one car household goods for Waterloo, Ia. On March 10, another car of household goods for La Salle, Ill., and on March 11, one car of hay for Grafton, W. Va., all new business secured from competitive lines.

On March 13, H. S. Lee, South Chicago, advised that the American Asphalt Paving Company promised him, commencing first of April, 6 or 8 carloads of freight each week, Philadelphia to Chicago. He is also after another company, which he expects to land in a few days and will advise me later.

On March 14, T. J. Rogers, Garrett, advised that he had solicited business from party in LaPorte, Ind., located on another line and promised from one to two carloads of freight each week to be routed Baltimore and Ohio.

On March 12, W. P. Allman, Avilla, Ind., advised he had solicited freight from McMillan and Company, Fort Wayne, Ind., Carmer and Company, Fort Wayne and Stiefel & Levy, Avilla, and has received one car from each of the two latter firms and expects to secure additional shipments later.

J. W. Fox, Hamler, Ohio, advised he has solicited freight from Hamler Cooperative Grain Company; also C. J. Rayle, shipper of hay and straw, with good results.

In addition to the above I have communications from practically every station located on the Chicago Division, stating that shippers have all been interviewed, and in addition that soliciting cards have been mailed to parties who are now using other lines.

The Connellsville and Chicago Veterans' Associations have shown the way in this campaign, and like all other successful efforts, theirs have demonstrated the great importance of enthusiastic, hard-working, well-directed and systematic leadership. Messrs. Harrigan and Wardley at Connellsville, and Mr. Trimble at Garrett have shown loyalty, interest and ability of a high order.

We hope to have favorable reports from other of the Veterans' Associations so that we can give the individual members due credit for the work they have done and are doing. This campaign will continue for some time to come and the results will appear in the next several issues of the MAGAZINE. What other of the Veterans' Associations are going to place their names on this HONOR ROLL?

Veteran Freight Foreman J. T. Mathews, Washington, D. C., Making Business Friends for the Railroad

THE truth of the old saying, "if you want to get something done, ask a busy man to do it," is well exemplified in J. T. Mathews, veteran general foreman of the Baltimore and Ohio at the freight house in Washington, D. C.

In another section of the MAGAZINE, in the story of the meeting of the Baltimore Veterans on the night of April 4, is told how Mr. Mathews, by securing 95 new members for the Association was awarded, as a prize, a beautiful gold ring showing the Veterans' insignia.

Turning to new fields to conquer, this veteran employe bids fair to stand high up on the Roll of Honor for those who are trying to bring much needed business to the Company. Listen to these three letters that Mr. Mathews has received recently from prominent shippers whose business he has solicited for the Railroad:

"Have heretofore traveled via a competing line but from now on will travel and order all goods shipped via Baltimore and Ohio.

(Signed) SAMUEL H. BLUMENTHAL,
Merchant, Washington, D. C."

"As per your recent request, we will be very glad to have our next shipment of automobiles from The Winton Company come by Baltimore and Ohio freight. Wishing you continued success, we are

(Signed) T. LAMAR JACKSON."

"Am shipping regularly via Baltimore and Ohio from Brooklyn, N. Y. Better time on shipments will be appreciated.

(Signed) R. S. BOWIE,
Washington Representative,
AUSTIN NICHOLLS & Co."

We believe that we can assure Mr. Bowie that if better time can be made between Brooklyn and Washington in the class of service that he uses, the Baltimore and Ohio stands ready to give it to him.

And still another letter, to the traffic manager, we presume, of the automobile company mentioned, with copy to Mr. Mathews:

April 1, 1921.

"REO MOTOR CAR CO.,
Lansing, Mich.

Gentlemen—We beg to advise that the two carloads of Reos shipped us on March 25 via



Here's a gloom chaser from the *Gloom Chaser*

Baltimore and Ohio freight, reached this city yesterday and will be unloaded by us this morning.

"We are calling this to your attention to show the quick arrival of carload shipments made by the Baltimore and Ohio to this city. You will probably recall that prior to the war practically all Reos were shipped us via Baltimore and Ohio, as we always had such good service on such shipments, and we wish to request that whenever practicable to do so, future shipments are made to us over this Road.

Yours very truly,

THE TREW MOTOR CO."

Mr. Mathews is in an unusually favorable position to help the Railroad get business, both because he is in close touch with shippers and because his work enables him to be of a good deal of service to them. It will be noted, also, that he is making the best of his opportunities.

How about our freight foremen at other places? Isn't there something in the way that Mr. Mathews is handling his job to persuade them to go and do likewise?

Went After His Honor, The Mayor

THE many friends of H. W. Biser in Cumberland, where he formerly was stationmaster, and in Philadelphia, where he now holds down the same position at 24th and Chestnut Streets, would never call him a politician. Nor is he willing to admit the charge. Yet, be it known that Mr. Biser has recently gone "into politics"—plunged in, we might say.

Not so long ago he attracted the attention of one of our passengers by doing him a little courtesy in the station in Philadelphia. The man, a politician, whose name would be known to many of our Philadelphia employes if we should mention it, asked Mr. Biser to come and see him at the City Hall. The invitation was accepted and a few days later Mr. Biser was cordially received by his new-made friend. He was presented to a Pennsylvania State Senator, a number of city councilmen, and finally to his Honor, Mayor Moore of Philadelphia, formerly Congressman from Pennsylvania.

The executive of a big city is a pretty busy man, but he didn't get away from Mr. Biser before he had heard a little solicitation for the Baltimore and Ohio.

"Come down and see me at 24th and Chestnut Streets some day, your Honor. Try our line to Washington and see how much you will like it."

And the Mayor promised!

In recalling the event later, Mr. Biser said:

"Why shouldn't I ask them to use our Railroad. That is my business just as it is theirs to get my support and vote on the municipal policies they want to put into effect. I believe in the Baltimore and Ohio Railroad and its service. I only wish that outside of the routine opportunities which we men in the Operating Department have to make the service so good that people will want to use the Road over and over again, we had a chance to go out and tell other people how much they are missing by not giving it a trial."

Employe's Courtesy Brings Honeymoon to Baltimore and Ohio

By M. J. Conroy
Proofreader, Printing Department

RECALLING an incident that happened not so long ago, illustrating how courtesy on the part of our employes can redound with profit to our Railroad:

I was a passenger on No. 9 from Pittsburgh to Akron, in a day coach, when a young lady came up the aisle and inquired if the seat was occupied by any one else than myself. As I was alone I told her that she was welcome and I assisted her with her bag and helped make her confortable. In the course of our conversation I found that she was a school teacher from a little town in Pennsylvania and was on her way to Willard.

There had been a street car strike in Pittsburgh at the time and she had been unable to get any breakfast between the time she arrived and the departure of the train. About that time Mr. Baugh inaugurated the serving of hot coffee and sandwiches through the coaches and I insisted that she let me help her to some.

As we were nearing Akron she told me that she had never been to Willard before but that she had friends there and expected them to meet her at the station. I told her at what time she would arrive and that I would ask the conductor to keep an eye on her and see that she reached her destination safely. A short time afterwards I received a letter thanking me for my kindness and assuring me that her trip was a most enjoyable one.

At Christmas time I received another letter, post marked Cleveland, and found that it was from my little companion of a year or so before. In it she told me that she had not forgotten her kind friend nor her pleasant trip on the Baltimore and Ohio. She had since married a Cleveland man and her object in writing me was to tell me that she had insisted that her honeymoon to Atlantic City and New York and back to Cleveland be by the Baltimore and Ohio, because of the kindness and courtesy shown her by our employes.

Thus the Company derived some little revenue and we now have an enthusiastic booster for our Road at all times. As for me—I have two valued friends and a standing invitation to enjoy their hospitality any time I am in Cleveland.

This is the kind of personal salesmanship that we all can do and should do in behalf of our Road, in making its splendid service better known to the traveling public.

Engineer Enjoys Cosy Home

CONNELLSVILLE, PA.,
December 20, 1920.

MR. W. J. DUDLEY,
Superintendent Relief Department,
Baltimore, Md.

Dear Sir—I received the papers in my loan O. K. Am very thankful to the Relief Department for enabling me to build a very comfortable home. Am enclosing picture of same and think any employe of the Baltimore and Ohio is very foolish not to take advantage of the opportunity of living in his own home instead of paying rent.

Yours very respectfully,
(Signed) ROBERT T. CART,
Engineer.



Home of Robert T. Cart

Gila Monsters and Deserted Babies

These are but Two of the Hundreds of Different Things that Annually Come to Our Lost Article Bureau

By H. L. Norris
General Baggage and Milk Department

WHAT would you do if you suddenly had to take care of a Gila Monster reptile, a scaly, mottled and cantankerous-looking individual who has the added distinction of being one of two species of the poisonous lizard? If we had known all about this fellow's notorious reputation when we got Superintendent Trapnell's S. O. S. to take him off his hands, we perhaps would not have been so quick in complying. A passenger had left the "pet" on a Charleston Division train and the superintendent's plea "for goodness sake tell me what to do with it" showed that even superintendents have problems once in a while that they don't know how to handle.

Nor did we feel very confident as the caretakers of this unusual visitor when he finally arrived at Camden Station. There wasn't a mark on his box to indicate ownership, and the young ladies in the office, who usually show a proper amount of sympathy in similar cases, refused to have anything to do with his lordship. At length someone suggested the Zoo at Druid Hill Park. So we carefully observed the instructions of the caretaker there concerning the proper kind of nourishment to set before our strange guest and sent him over, lunch and all, to his new home. Later Superintendent Trapnell wired us that the owner had been found and wanted his pet back again. This meant another study as to his safe boxing and shipment, but we were finally gratified to learn that the lost was again safely in the possession of its boss.

This is but one instance, an unusual one to be sure, of the cases that our department is called upon to handle in receiving, caring for and returning the thousands of lost articles left annually by passengers on the property of the Railroad. And it is a splendid illustration of "service" as it is practiced by the carriers, even when it is entirely unremunerative. Though small in comparison with the other activities of the Railroad, the lost article proposition bulks big in the results it can accomplish.

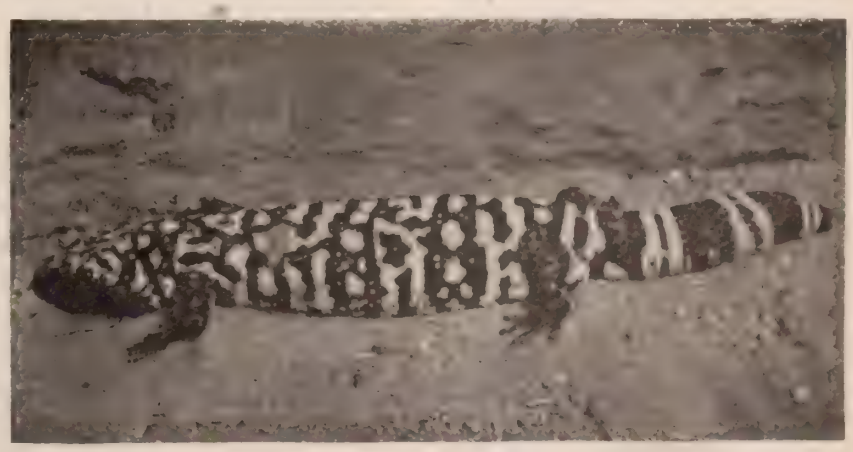
For instance, recall if you can the time you lost a cuff link or similar personal article. Do you remember the inconvenience that it caused you? It may not have had a large intrinsic value, but all our personal belongings (and most lost articles are personal belongings) have a sentimental value that cannot be expressed in dollars and cents. And if you were fortunate enough to get back your lost link, or whatever it may have been, you remember your feeling of gratitude to those who were instrumental in its return.

Only the employes who are intimately concerned with the handling of lost articles appreciate how big a part this plays in the satisfaction of the passenger. The carriers are not responsible for lost articles, to be sure, and their loss is almost always the fault of the patron. Yet if they are not recovered, the railroad comes in for blame, and if they are recovered, those to whom they are returned can usually be counted firm friends of the Company. So we feel the responsibility of this part of our work very keenly and no pains are spared to the end that the lost be found and returned to the owner. Frequently the appreciation of passengers is a great reward in itself. Other times—but why dwell on a well-known frailty of human nature?

The handling of lost articles that are received by our department is not difficult. When an article is turned in, a tag consisting of three stubs is issued and description of the article inserted thereon, with name of finder, where found, etc. One portion of the tag is given to the finder as a receipt, one sent to our office, and the remaining stub left attached to the article subject to call of owner, and upon it his receipt is taken, if article is later claimed and properly identified. If it is not called for within 30 days, it is then forwarded to the Unclaimed Room in Baltimore, where it is held for safe keeping and where inquiry is instituted to locate the owner if the article shows any marks upon which such an inquiry can be made.

It is the lost article that *never reaches our department* that causes the greatest amount of trouble. The passenger is very human and if he or she discovers at the end of a trip that something is lost, we can usually count on being assured that it was lost on the train. Then the excitement starts, and if we haven't the good fortune to discover the missing article, we have—to put it mildly—a peck of trouble. And it is for that reason in part that we ask for the help of all the employes on the Railroad, especially those engaged in train and station service.

There are two things in particular on which we need this help. The first is the following implicitly of the Lost Article Instructions, copies of which may be had from this office. These request that lost articles that are found be turned in to the agent or baggage agent at the end of the run. And it is in getting this rule carried out that we have, perhaps, our greatest trouble. Trainmen and other employes often think that they will be able better than we to find the owner. Such, however, is not the case. Our timetables tell passengers how they may seek their lost articles, and their inquiries are directed to this department. Hence, the work is systematized, all inquiries and articles eventually coming to this one centrally located bureau, where comparisons of inquiries and recoveries can be made, and a systematic effort instituted by trained employes to connect up the missing article and the owner. Employes who hold missing articles with the idea that they can best find the



Gila monster, Heloderma suspectum

owners, complicate our task considerably and ultimately cause dissatisfaction among our passengers. Sometimes, also, their motives in holding such articles are very naturally misinterpreted. So we urge that the rules in this respect be followed invariably.

The second thing that we would like to emphasize is the way that we can keep our passengers from losing their possessions. Our employes, and particularly station and train crews, whose duties bring them in direct contact with passengers, can greatly aid us in not only increasing the percentage of articles returned to owners, but also diminishing the number of them lost. Ushers and gatemen can often prevent careless passengers from leaving their hand baggage and belongings standing unprotected in stations. It is surprising how many people walk off and leave these things without any guardianship whatever, instead of placing them in our parcel room at a nominal charge of only 10 cents. When announcing station stops, train crews and porters can also remind passengers not to forget the articles belonging to them. Some of our men thoughtfully do this. Former Train Porter Chase, who, on account of his long and faithful service, has been transferred to Red Cap Porter duty at Camden Station, was particularly thoughtful in this respect, and was known all over the lines on which he ran, because, before trains came to a stop, he always said: "Don't forget your parcels and umbrellas." His little reminder undoubtedly saved passengers many thousands of dollars in losses by preventing their thoughtlessness, besides the great amount of worry which always comes when we lose anything.

One of our principal troubles, of course, comes from the fact that there are many things lost on our property that never come into the hands of our own employes. Other passengers pick them up, and in some cases, we and the owners never see them again, although there are many instances of passengers finding articles and being as solicitous as are we and many of our employes in seeing that they get back to their owners. Such a case is not illustrated, however, by the following, which is mentioned to suggest further the complicated problems that we are called on to handle.

At 9 o'clock one night, one of our "Red Caps" at Camden Station, a man who is always very prompt in turning in lost articles that he finds, saw a black valise, unaccompanied by the owner, in the waiting room.

"The Loyalty of Your Employes is One of Your Greatest Assets"

P. FLANIGAN & SONS
General Contractors
HARFORD AVENUE AND 25TH STREET
BALTIMORE, MD.

December 29, 1920.

Mr. Daniel Willard, President,
Baltimore and Ohio Railroad,
City.

Dear Sir:

Having recently completed a contract embracing the paving of a number of streets in Martinsburg, W. Va., we desire to extend to you and through you, to each individual employe of your Company, who assisted in any way the prompt movement of the several hundred cars of material which were required for this work, our sincere thanks and appreciation.

This help was given not only in the Baltimore terminals, where most of the cars originated, and in the Brunswick Yards where the movement of our cars was expedited, but also at point of destination, Martinsburg, where the cars were placed promptly upon arrival.

Occasionally an extra shift was required during the day in order to remove empty cars from siding at plant in Martinsburg, and when this was asked, your employes always acted promptly and our requests were always complied with within a reasonable time.

As for "service" we want you to know that our experience in the past three months has been that the movement of cars between Baltimore and Martinsburg is as prompt and satisfactory as could be expected by anyone. This, together with the uniform courtesy of your subordinates at all times, and their desire to aid us in every way possible, consistent with their duties, in order to hurry our work to completion, has also been the source of general satisfaction.

The loyalty of your employes is one of your Company's greatest assets, and the cooperation, courtesy, and assistance which we have received at all times has been of such a nature as to make you feel justly proud as being the Commander-in-Chief of such an efficient organization. We have found that your men always try to make friends for your Company, and we are sure that this will mean increased business for you next year.

With very best wishes for the future prosperity of your Company, we are,

Very truly yours,
(Signed) P. FLANIGAN & SONS.

The Burning Bridge of Fiction and Fact

Stories of heroic engineers catapulting their speeding engines across burning railroad bridges, and by sheer nerve and good fortune saving their trains and the lives of their passengers, were favorite ones in old-time railroad fiction. Many a theme of this kind stirred the hearts and imaginations of our forebears in crossing shanty, caboose and tool house.

If miracles these were, they are now a thing of the past. Railroading is an infinitely more exact and painstaking science, and the safety of our trains and passengers doesn't depend so much on the quick wit and nerve of the individual as it does on the thoughtfulness of many.

The burning bridge is still a menace—and will be as long as wooden bridges last—but its elimination as a hazard hangs not on the bravery of the engineer, to whom, suddenly faced by its menace, it means almost sure death, but on a whole chain of vital factors.

The mechanic who does an indifferent job on repairing an ash pan, or the inspector who carelessly passes his poor work, these and other links in the chain are often responsible for extremely dangerous conditions which they may never even hear of. Investigation does not always locate the responsibility, but the responsibility remains notwithstanding. And carelessness must be answered for some day.

Fire is one of our greatest railroad hazards. During February it cost the Railroad $2574.50, a snug sum which, had it been saved, could have been used for productive purposes. Some of the typical cases follow:

ORIGIN	FIRE PREVENTION RECOMMENDATIONS
Hot coals from locomotives setting fire to bridge.	Rigid and proper inspection and maintenance of ash pan on engine and proper fire protection, such as water barrels and pails on bridges.
Smoking in lumber dry kiln.	Enforce "No Smoking" rule. Conspicuous "No Smoking" signs should be posted and the rule rigidly enforced.
Sparks from locomotives, setting fire to roof of tower.	Proper inspection of spark arrester appliances in front ends of locomotives at least weekly. Nettings and spark arresters must be in perfectly tight and serviceable condition at all times.
Overheated stove setting fire to ceiling of caller's office.	Proper clearance of woodwork behind and around stoves, wood protected with asbestos and metal, with an air space between metal and asbestos of not less than one foot. Provide standard metal mats under all stoves.

Note that one item was a burning bridge—there were two such during February.

Railroad men need not be reminded of the potential hazard to life and property that a burning bridge means. Baltimore and Ohio men need not be urged to prevent such hazards—they will do so once the facts are before them.

It is the purpose of this series of reminders to put these facts before them so that, knowing the menace of fire, they can cooperate in its proper control.

He turned it into the Lost Article Bureau, where it was properly checked and entered and then set up on the rack to await the call of the owner. The next morning a peculiar noise was heard at intervals by the baggage agent, half wail, half cry, and a search to locate it brought him to the black bag, and in it a blanketed baby boy about a week old. Twisting and squirming and crying, the dear little fellow was trying to find the absent mother, who, unfortunate woman, had taken this unusual and, to us, perplexing way of getting rid of him.

Feeling quite helpless ourselves in this emergency, and touched with the plight of the dear little baby, we turned to our friend J. J. McCarron, captain of police of the Baltimore Division. Though a bachelor, we knew that he had a great love for children, and how well our faith in him was justified may be seen from the following memorandum that he sent us concerning the fate of the unfortunate waif:

> Name of child, Douglas Camden; sex, male; sent from Camden Station to Western Police Station, Baltimore; thence to Child's Nursery Hospital; thence to Juvenile Court where committed to Florence Crittenden Home Nursing House. Is still there.

De Maupassant or O. Henry could have taken this incident and woven a poignant story about it. We are well pleased, however, that the baby is in good hands, is getting along well, and, despite the incident of his birth, has the opportunity of growing up to be a healthy, normal boy and, in this land of opportunity, a useful and prosperous man.

That thin circle of gold that you may pick up from the floor of a Baltimore and Ohio coach will not be worth the price of a theatre ticket to you. Yet it may be the only remembrance that the owner has of a departed wife or mother, and cherished beyond belief. That little trinket that you may discover in the corner of the waiting room is but a cheap, tawdry bauble as you see it. Yet its graceful silver form may have been caressed every day for years by the devoted hands of one who loved beyond expression the orginal wearer, and who now lives in memory only.

Sentiment, to be sure! Yet one of the best parts of life is sentiment, and it is for this reason, in addition to the intrinsic service that it gives our passengers, that we are counting on the help of our fellow employes in handling in the prescribed way the articles which they find on the property of the Baltimore and Ohio.

The Lane-Galloway Mechanical Trimmers Installed on the Baltimore and Ohio Railroad Company's Export Conveyor-Belt Coal Pier, at Curtis Bay, Md.*

By Philip George Lang, Jr.
Assistant Engineer of Bridges

THE export coal facilities of the Baltimore and Ohio Railroad Company, at Curtis Bay, Md., vitally concern all whose interest is identified with water-borne commerce. The development of this great terminal marks a distinct chapter in the age-old history of inter-continental trade, and, during the recent past, the steady replacement of hand labor by mechanical equipment has exerted a mighty influence upon industrial organization and economic policy.

In the production of those articles which minister to the need, comfort or luxury of mankind, perhaps the greatest single factor is an uninterrupted coal supply. Through a period of more than 70 years, the coal traffic of the Baltimore and Ohio Railroad has continued to flow from the bituminous fields to Baltimore, gradually increasing in volume to the mighty torrent which now pours into the local yards, and which reached its maximum last autumn.

The operations at Curtis Bay mark the consummation of a distinct phase in the distribution of this important commodity. By the beginning of 1915 it had become apparent to all observers that the volume of coal traffic at Curtis Bay had reached such proportions that new means for transferring the coal from cars to vessels must be developed. Investigation of this problem resulted in the construction of the immense concrete and steel conveyor-belt coal pier, whose four moving towers attract the attention of all who visit that point.

* See illustrations on pages 36 and 37.

With the completion of this pier, and its initiation into service, another difficulty soon became apparent. Although a perfect machine had been created for the mechanical performance of every operation incident to the delivery of coal to vessels, its distribution by hand within the cargo space could not be effected with a degree of rapidity sufficient to keep pace with the delivery by the mechanical means which had been provided.

The export facilities at Curtis Bay represent an investment of approximately $3,000,000. Trimming coal cargoes by hand meant that a large portion of the potential working time of this pier was absorbed in periods of enforced idleness, because it was impossible for hand trimming, no matter how many laborers were employed, to keep pace with mechanical delivery. And this condition created a major source of economic loss.

During 1918 these conditions were the subject of anxious consideration on the part of the Baltimore and Ohio Railroad, and the necessity of some device capable of at least supplementing, if not entirely replacing, hand trimming, was clearly recognized. H. A. Lane, chief engineer, was instructed to inaugurate studies, with a view to evolving some practical mechanical device; this work was assigned to the office of the Engineer of Bridges, and the direct supervision of the development, construction and installation of the Lane-Galloway Trimmer devolved upon the writer.

The task in question involved close and systematic observation of the conditions at this terminal, the tonnage and character of material handled, and the physical characteristics of the various vessels to be loaded. These and other elements involved in the Curtis Bay situation were carefully studied in their entirety, and weighed in their relation to each other, the final result being the installation of four Lane-Galloway Trimmers.

The success of these machines, in practically eliminating hand trimming, has exceeded the most sanguine expectations. The record for the new conveyor-belt coal pier, before the installation of the Lane-Galloway Mechanical Trimmers, was made during the month of October, 1919, and these figures, shown in comparison with those for October, 1920, one year later, at which time four (4) Lane-Galloway Mechanical Trimmers were working, are tabulated on this page.

It is apparent from the following table that the Lane-Galloway Trimmers have had the effect of tripling the capacity of this pier. This is all the more remarkable when it is considered that capital investment involved in the installation of the trimmers is very small.

The record for October, 1920, when an average of 1342 tons per working hour was placed in vessels, is believed to be the world's maximum. It must further be borne in mind that this tonnage was placed in all classes of ocean-going ships.

The only objection so far raised against the mechanical trimmers proceeds from the crews of vessels in which they work, and is founded upon a senti-

Comparative Record, Curtis Bay Conveyor-Belt Coal Piers, Before and After the Installation of Lane-Galloway Mechanical Trimmers

	Without Mechanical Trimmers October, 1919	Four Trimmers Working October, 1920	PERCENTAGE INCREASE
Total tonnage of coal handled during month	266,533	622,097	133%
Total number of cars unloaded	6,003	13,504	125%
Average number of cars handled per working day	207	500	†
Average number of tons placed in vessels per working hour	460	1,342	192%†

NOTE—† Average working day in 1919, 20 hours. Average working day in 1920, 17 hours.

ment which recently found expression in the following words, uttered by a member of a ship's crew:

"The trimmers are no good, because they load the boats so fast that we don't get shore leave."

To the Shipper, Household Goods Are "Household Gods"

Their Sentimental Value Makes Extreme Care in Packing and Carriage Desirable

By E. H. Brewer
Secretary to General Freight Claim Agent

CLAIMS on shipments of household goods are of a more intimate and personal nature than any other claims for loss or damage handled by the Freight Claim Department. Household goods become "household gods" to the woman who is shipping them, and who often attaches to them a sentimental value (in dollars) far beyond their actual worth. Naturally, when lost or damaged, the satisfactory settlement of claims is usually difficult because of this factor.

It has been our practice to dispose of these claims, when it is definitely decided the Company is at fault, on the basis of the bill of lading contract. But the peculiar value attached to household goods by shippers has made it especially desirable that such shipments be afforded an unusual measure of protection.

Hence we have given the subject considerable thought, and in our Freight Claim Prevention work we have been able to gather considerable data of interest to shippers and forwarders of this class of freight. This was compiled and published in a booklet called,

"REQUIREMENTS FOR THE PROPER PREPARATION OF HOUSEHOLD GOODS FOR SHIPMENT."

This booklet covers essential data for the proper preparation of household goods for shipment, with illustrations of shipments properly packed and not properly packed.

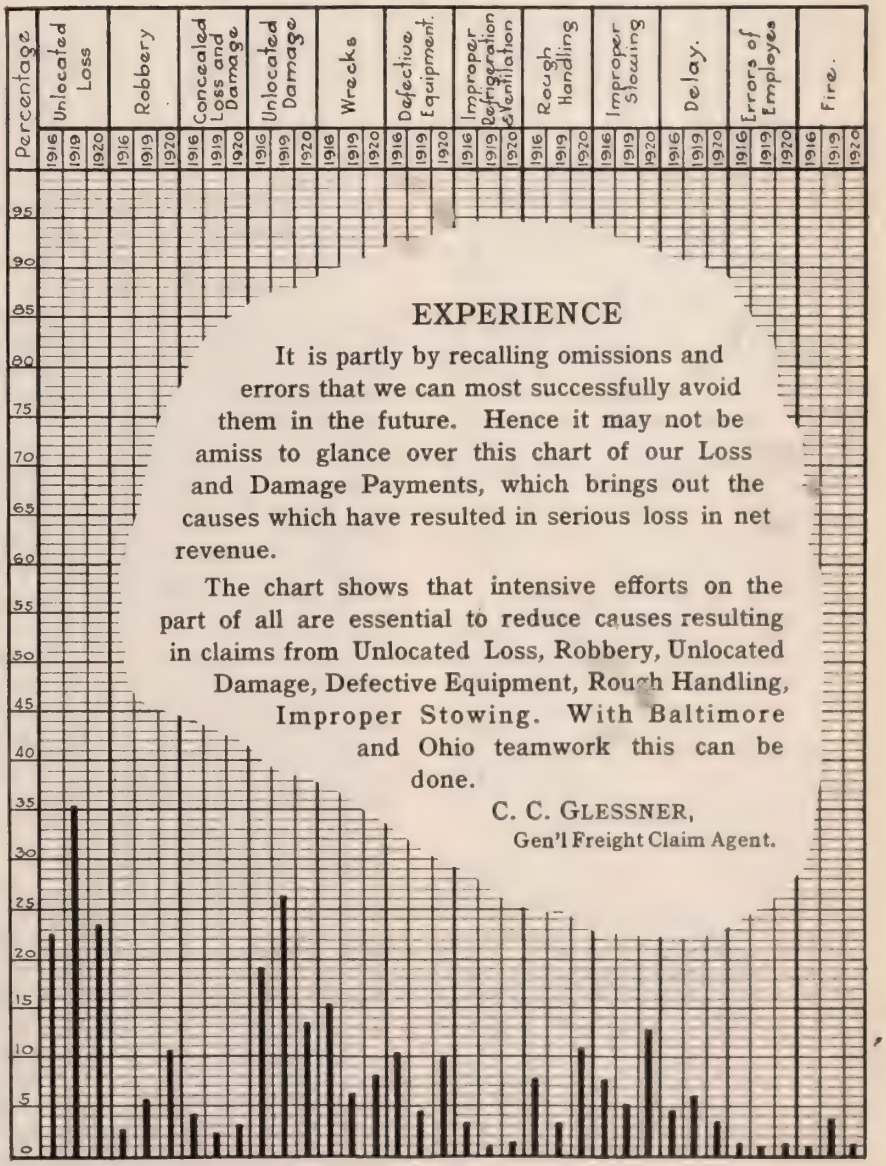
We are very gratified to note the interest which has been displayed in this pamphlet by forwarders and shippers of household goods. Among the many letters we have received asking for additional copies was one from the New York agent of one of the largest forwarding and shipping companies of this country. He also asked if this pamphlet was copyrighted and if they would be permitted to have it reprinted for the use of their patrons. We also had printed 5000 of these pamphlets, but this supply was soon exhausted and we have since received requests from various forwarders and shippers for 2500 copies additional, with every mail still bringing in more requests.

From the number of requests received for this booklet we feel that we have planted the seeds of CLAIM PREVENTION on shipments of household goods and trust that they will soon bear fruit in the shape of a reduction in the number of claims filed on these shipments.

—

It is a fact that freight rates in relation to present prices of nearly all commodities are lower than they were in 1914.

Comparison of Loss and Damage Claim Payments by causes.



Total Claim Payments, 1916	$1,154,390
Total Claim Payments, 1919	4,420,086
Total Claim Payments, 1920	3,801,139

The Tale of the Semaphore

By John W. Wolfe

THIS is the story of a thing that happened at an altitude of ten thousand feet; but it had its beginning a mile nearer sea level.

It was summer, after the completion of the big tunnel on the Invincible Line, when I was holding down the night trick in the train dispatcher's office in Glenburn. On the night in which this story begins I had just relieved Brooks and was comfortably seated with a pipe, fresh-filled and lighted, and the train sheet before me, when the chief came in.

"You needn't mind about checking over," he said, briefly. "You're elected."

"Am I?" I said with a good deal less interest manifested than felt. Barring sarcasm, election meant promotion, and promotion to a young chap is like a full cup to the wine-bibber.

"You are that; you are to tackle the 'mystery' up at the tunnel block. You can go out on No. 10; that will give you 35 minutes to pack your grip."

My jaw dropped and the full cup spilled itself through a hole in the bottom. "The devil you say! What has the old man got against me?"

Brooks just stood there and grinned.

"Perhaps you had better go and ask him," he suggested, this time with the sarcasm spelled out in full.

I thought about it for a moment. When a man begins to take backward steps in the railroad business, it is time to quit.

"I'll be hanged if I don't," said I, and I went forthwith.

Superintendent Clarke's office was at the end of the long corridor, and I was lucky enough to find him at his desk. Now with this particular "old man," brevity was ever the soul of wit. So I let him have it straight.

"Brooks say's I'm to go to the tunnel block on No. 10 tonight. What have I done to kill myself, Mr. Clarke?"

The old man's heartiest laugh was never more than a pale ghost of a grim smile, and he gave it to me.

"I like your nerve," he said. "It's nothing you've done; it's something we want you to do. There have been five men on that block in as many months and every one of them has fallen down. I want you to go up there and find out just what the trouble is."

Of course, that settled it. I legged it for a car to go and tell Anne, and to get what could be crammed into a grip at such short notice. I was keen enough to go now, you bet.

Being a railroad man's sister, Anne limited her protest to a dismayed, "Oh, dear! Just when we were so nicely settled." But she went to packing the grip, asking a half-hundred questions about the tunnel block station and its mystery as a running accompaniment.

"I can't tell you a thing more than the dear old man told me," said I. "Each time there has been a scare, nobody hurt, and a fired operator who evidently wouldn't tell all he knew. That's all there is to it."

"Do be careful, Jack," she begged, when she let me out at the door. "And you know your weakness; if there are any pretty girls around—"

I laughed. "It's a block signal station on top of the highest mountain on the line, Anne, dear—not a female seminary town. I shan't see a skirt till I get back to Glenburn—much less have a chance to propose to its wearer." And with that I kissed her and ran for the downtown car. Do you know I think a mighty lot of Anne. She is no end sensible.

It lacked less than an hour of noon the following day when the big engine, with Al Smith at the throttle, whisked No. 10 out of the curbing snow-shed and came to a stand with brake shoes squealing at the little block station on the sky side of the embankment on the shed of the tunnel.

I dropped off and found Jones, the retiring operator, all ready to say "Hail" and "Farewell" in one and the same breath.

"Oh, it's you, is it, White? I did not know whom the old man would send. Good luck to you. The air's too thin up here for me and I'm off."

"Going West?" I inquired; "not going in to fight it out?"

"Nary; they try to make me talk, and that I won't do. You won't, either, when your turn comes."

"But, say, you might give me a hint of what he's to expect," I protested.

"I'll tell you what fired me, if that will do you any good. I set the signals for No. 4 last night, and set them right; I'd swear to it on a stack of Bibles a mile high. Joe Brown was running, and when he trailed out of the tunnel and saw the wig-wag wrong, he had a blue spasm trying to make the 249 rear up and stop in her own length. Of course, he made me report it, and equally, of course, I got the 'g. b.' "

"But hold on; tell me—" I got no further in the cross-examination. Smith and the conductor had signed their orders, and the air was hissing in the brakes. "So long," said Jones, making a run for it; and a minute later the black tunnel mouth had swallowed No. 10, and I was alone in my kingdom.

If you cared anything for scenery it wasn't such a bad kingdom to look at. Out of the window on the sky side there was a view that carried you with your heart in your throat clear and away across a valley a thousand feet deep to the piled up masses of the Range beyond.

But on the terrestial side the kingdom was narrower. Two double lines of glistening rails in front, merging into one 300 yards to the west at the tunnel portal, and again into one 300 yards east where the mile long snow-shed began; these on a 30-foot embankment cut like a notch around the steep shoulder of old Invincible.

This was the view from the bay window of the block office. It stopped short at the tunnel on the right and at the snow-shed on the left, and for a background the fir-clad mountain side rose sheer from the passing track ditch from end to end of so much of the right of way as lay open to the light of day.

It was the devil's own place for a wreck, and I did not wonder that Joe Brown had a "blue spasm" at the sight of a wrong signal. A train rarely leaves the iron on the inside of a curve, and for its outer boundary this curve had a cliff wall and a drop of 500 feet in the clear.

As a matter of course, the first thing I did was to overhaul the signals. There were two of them, one at either end of the passing track; a mast semaphore with a weighted, hinged arm at the top to be raised at the horizontal "block" by means of a wire pull running through a box at the track side to the operator's table in the station. Opposite the arm at the top of the mast was a signal lamp with a "white" light looking each way. The heel of the arm carried red glass disks to make a danger signal of the light when the semaphore was set at "block."

Being on an open line (main) and intended only to protect a siding in the extra hazardous bit of track between the tunnel and the shed, the working of these safeguards was the reverse of the usual. In busy yards the semaphores stand automatically at "block" until the signalman changes them. Mine hung at "clear" until the rings in which the office end of the wire pulls terminated were hauled up and hooked, each over its respective peg in the bay window frame. By this means the "block" was raised by the act of the operator

and the signal could return to "clear" only when the wire pulls were released in the office.

The story hangs upon the mechanical detail here given, so I trust I have made it plain.

Now to get back to that first forenoon. I looked to every detail of the semaphores, filled the lamps, oiled the bearings, and worked at the signals with the office pulls until I was positive that everything was in perfect order.

By that time it was past noon, and it struck me all of a sudden that I had neglected to ask Jones how the operator at the block was supposed to get his meals.

There was a telegraph station at the west end of the tunnel, and I called up the man at the key.

"Say, how does a fellow eat over here?"

The reply came as prompt as a parrot's. "With his fingers, if he isn't fortunate enough to have a knife and fork."

I gave the smart Aleck as much of a Scotch blessing as the rules would stand, and now he recognized my "handwriting."

"One on me, White, my boy," he clicked back. "Thought you were some kid the old man had sent up. Tell 'GS' (the train dispatcher's office) you are going to eat. Then go up the mountain in front of you till you come to a gulch, go down the gulch 'till you come to a cabin, and there you are."

I did it all in proper sequence and found the cabin as set forth in the weird itinerary. It was a substantial log affair and looked as if it might have been built to live in the year around.

The door stood open, and when I came near enough to darken it I saw within and forgot to knock. In the middle of the room was a dining table, set and waiting; in the chimney corner sat an old man, white-haired and fiery-eyed, looking as if he might be no other than the selfsame old gent with whom Sinbad the sailor had so much trouble, and, tripping back and forth between the fire and the table, her curls flying and her cheeks flushed —but it's no use; I can't describe her to you. Anne knew what she was talking about when she slipped me that word about pretty girls.

There was no need of my introducing myself. Instead, she came to welcome me sweetly as if she had been the Sleeping Princess and I the long-expected Prince Charming.

"You are awfully late," she said. "Mr. Jones always came exactly at 12." And when I stumbled in: "Father, this is Mr. —" "White," I stammered, and she went on without a break,—"Mr. White, another of our friends."

The old man gave me a look which might have meant anything from "good morning" to "go to the devil," and said not a word. But he dragged his stool to the table, and we three sat down.

That was the beginning of it, but it wasn't the end. An end implies something completed, and when I tore myself away from the table at the very last moment of an ecstatic half hour, there was nothing completed, save the shackles wherewith I was bound to this sweet wild flower of the mountains.

I can't remember of what we talked. I know I almost made a fool of myself. Also that the old man had been to appearances deaf and dumb, favoring me now and then with a stare, which was mighty curious.

If it were curiosity, I could own my share of that, too. Who were these two, and what were they doing in this lonely gulch? In a wire lull I asked a guarded question of the west end man, who told me all he knew in three lines: "The old Philistine is a crazy prospector, nobody knows where from, been there since the year one, daughter boards you to keep the pot boiling."

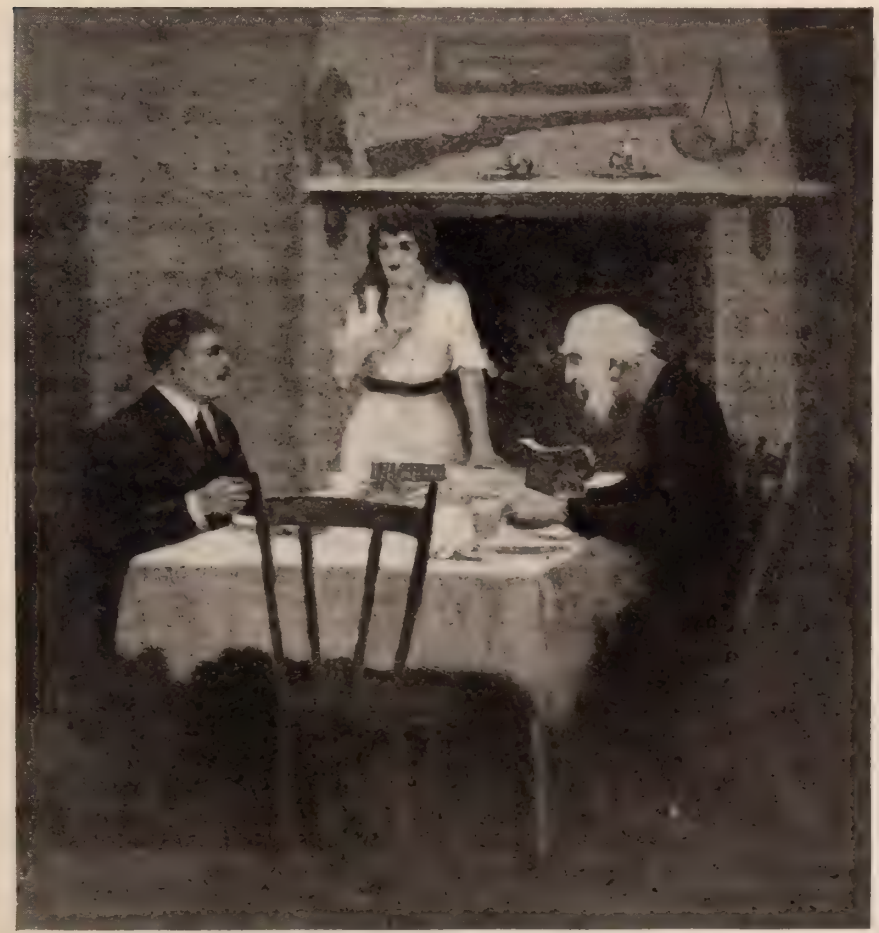
But old Reilly, the trackwalker making his afternoon round of the tunnel and the snow-shed, gave me better information—or at least more.

"Crazy, is it? Divil a wan bit, Misther White. 'Twas himself as had a pr-rospect hole right where the track do be now, just betune this and the tunnel. That was before the gr-raders came. They blasted out the cut and he lost his lead, an' sure, he has been lukkin' for it be day an' be night since."

Here was food for reflection. Was the old man at feud with the railroad for losing his prospective mine, and was he vindictive enough to square the account by tampering with the signals?

I would not believe it of the father of such a girl as Alice Deane. Besides there was a simpler solution of the mystery. The operators of the block had been falling in love with Miss Deane, one after another. From loving in vain to losing your grip is but the shortest of steps.

It was working around toward evening before I began to wonder how I was going to get my supper. As the time card stood, four trains were due between six o'clock and eight and I dared not leave the key.



This was the beginning of it, but it wasn't the end

But, lo and behold! at 6.30 to the minute came Miss Deane bearing gifts, a basket, napkin-covered. With a merry laugh at my start of surprise she set out a little table at my elbow and poured the coffee for me.

"Say, little woman, this won't do," I began, but she grounded the protest wire in a word.

"It's a part of the bargain, although you did not make it so," she said. "I know all about the time-tables and you can't get away till after eight. That is too late for supper."

Of course, I let her have her own way, but I made her sit down and have a cup of coffee with me and then I turned my back on the workaday world and saw nothing but the heavenly blue of her eyes, and heard nothing but her artless prattle until it was forcibly driven in upon me that Disbrow was calling "TB," "TB," "TB," on the wire with a snap of ill temper in his fingers.

I tore myself away and took Disbrow's wigging like an angel. It was a preliminary to the preliminaries for a train order. No. 3, freight, due at the block at 7.10, was late. Hence it must be held at my passing track for No. 7, the eastbound night passenger.

I set the semaphores to "block" (I remember I had to reach over her shoulder to hook up the wire that set the snow-shed signal), "O. K.'d" the instructions and went on with my supper and the bliss path in the depths of the blue eyes. Ten minutes later the roar of the fast freight came thundering through the snow-shed and from sheer force of habit I glanced at the semaphore. It was just dusk and I could see both the signal arm and the "lamp." Though I had but now set it at "block," the semaphore stood at "clear," giving the freight the right to pass without stopping.

In the turning of a leaf I had a terrifying picture of all the murderous detail of a collision in mid-tunnel, and with a yell of horror I was up and out and racing down toward the snow-shed, making frantic stop signals with my lantern as I ran.

Then came the other half of the mystery. Before I had sprinted halfway to the signal post, the arm went up with a click and the lamp flashed from the white "clear" to the red "block."

I stopped short and rubbed my eyes. If they had deceived me before telling the truth now, for at that moment the headlight of No. 3 glowed in the shed portal, and the hoarse bellow of the whistle answered the "block" signal.

The freight was pulling in on the passing track when I went back to the office. The girl had gone and with her all traces of the unfinished supper. I set it down to a very proper disinclination on her part to have the crews of the passing trains find her there talking with me; but afterward . . . .

Happily, I can speak of the "afterward" calmly now, but for a month I lived the life of the condemned in torment. When the busy evening time came, I could never be sure of those cursed signals or of the evidence of my own senses. Time and again I had to snatch up the office lantern and race out with my heart in my mouth, and as often the tricky signal would flip back to "block" before I could reach it.

And, mixing up with the torturing horror of it was a keener pang. I knew I was falling in love with the daughter of the mountain, and I knew the girl with innocent blue eyes was playing the part of Delilah at the bidding of her murderous old Philistine of a father.

You may be sure I fought this conclusion to the last ditch. But it would not be denied. The nerve-racking thing never happened save when she was with me and though I am sure now she did not release the signal wire in the office, I could no longer doubt that she was there to hold me in play while her father did his deviltry outside.

What that deviltry could be was a Chinese puzzle, but I solved it at last.

Of course, I knew my duty was a full month old. I should have reported the suspicious circumstances to Mr. Clarke at once, letting the axe fall where it might. But love is mighty and for Alice's sake I put it off day by day, searching meanwhile, like a sleuth-hound, for the means by which signals were changed.

The revelation came one day when I found the marks of the nippers on the signal wire at the foot of one of the semaphore masts. Borrowing a hatchet from a passing section gang, I opened the track-side box through which the signal wire ran on pulleys to the office. At the removal of the third plank I found the leak. The wire had been cut and a stout coil spring, such as is used for straining barbed-wire fences, was toggled in the break. The spring was stiff enough to lift the semaphore arm when the wire was pulled at the office end, but a strong man taking hold of the wire with a pair of nippers beyond the toggle, could stretch the spring and get it slack enough to drop the signal to "clear."

Once again the reporting duty was plain, but I shall always be thankful to my finger tips that I took the matter into my own hands.

Cutting out the coil springs, I spliced the breaks securely, and that evening when Alice came with my supper I was easy on the score of disaster, however sorely the heart-wound rankled.

That night the tunnel siding was again the meeting point for Nos. 3 and 7. But this time both trains were late and the freight pulling in on the passing track when the west end operator clicked me word that the passenger had entered the tunnel.

I snapped the key and excused myself hastily. The girl rose at once and began to gather up the supper things.

"You need not hurry," said I. "The freight is in the way and you can't cross to the path."

Nevertheless she took up her basket and followed me out, meaning, as I supposed, to go around the rear end of the freight. But when I had crept up stealthily to a point whence I could dimly make out the figure of a man crouching in the shadow of the tunnel signal mast, she was right behind me.

"Go back," I commanded; "this is the last hand in the game, but you need not stay to see it played out."

I heard her catch her breath as with a sob. "I—I don't understand," she faltered.

"Don't you? I would to God you didn't. Answer me this: where is your father?"

"Can't you see him? He is over there by the semaphore, waiting for me. He always comes when I bring your supper."

I set my teeth upon an oath. The low rumble of the passenger train gurgled in the black throat of the tunnel and the figure at the mast foot straightened itself and began to tug at the wire.

What followed came in the twinkling of an eye. No. 7's headlight was an electric and when its great beams lit up the curve I saw the old man dash down the nippers and fling himself with a wild cry of rage fair in the path of the on-rushing train. The next instant he was hurled back to us a poor, crushed body, and the girl was alone in the world.

We buried him the second day after, the sectionmen and I, high on the slope of the Invincible Line. I wired for Anne. She came on the first train, and, much to my disgust, positively refused to take Miss Deane home with her.

"No, we have arranged all that," she said, airily. "It's my vacation, and I need a month in the mountains. We

shall live at the cabin and keep house for you and I'll bring your suppers."

It was on one of the supper-bringing excursions a month later that my sister took me to task.

"Do you know, Jack, that you are just breaking Alice's heart?" This without preface and after four trains had passed and I had filled my pipe.

"The deuce I am!" said I. "She played me for a fool and it was God's mercy that—"

"Be still and listen to me!" said my mentor. "Her father was a monomaniac on the subject of the lost mine—a harmless one, as she fully believed. He had a dream once that a train would run off the track and unearth the lost gold. She knew nothing of the attempts to make the dream come true, and well—well, you are just breaking her heart."

"By believing that she made love to me at her father's bidding?"

"She did not and he did not. You stone-hearted thing! Can't you see an inch before your nose?"

"What should I see more than Ido?"

"That she loves you for your own sake, you dear, old stupid!"

The windows were open and I flung my pipe into the abysmal immensities. Then I whirled quickly, snapped the key and called up Disbrow.

"Any more business?"

"No; go to bed."

"Thanks. I'm going to walk across the mountain with my sister. Good night."

Look for the Silver Lining

By G. Fred Miller

Secretary, Auditor Passenger Receipts

WHEN pessimists are shouting in our ears "Look out for the cut in wages," "Look out for furloughs," and so forth, and depressing rumors come to us from all directions, it's the time to buck up and be 100 per cent. Americans—100 per cent. loyal.

Such periods of depression follow in the wake of all great wars; they always have, and just as sure as Tuesday follows Monday, always will. Living conditions change during such times of stress and anxiety; epidemics, such as the "Flu," gain great headway and cause much sorrow before some successful form of combating them is discovered. Working conditions change entirely. Some must be soldiers or sailors, while others remain at home to make proper clothing, prepare nutritious foods, and keep great transportation systems running smoothly.

Readjustment is necessary; we cannot get away from it. In the past few years farmers have been paid prices far in excess of the pre-war value of their crops. Those farmers who have saved and exercised thrift are the gainers. Labor and fertilizer will become cheaper, and although the prices paid for soil products will be smaller, the value of the dollar will be greater. Likewise, the millions of workers of the cities, especially those who made princely salaries, must endeavor to adjust themselves to a mode of living to meet the present conditions.

Railroad stockholders have invested their money and are entitled to just compensation. If these men had no faith in our honest endeavor to give efficient service that their money may prove a good investment, where would the railroads be, and where our positions? Citizens with money tied up in railroad stocks have received but little income from them in the past few years, and I am certain that it is our wish to see all concerned in the success of our great railroad systems justly treated.

Business prospects have already brightened considerably; textile industries, steel and various other mills have again started work. Several large enterprises in the vicinity of Baltimore will commence operations within a short time, and all indications point to a period of renewed prosperity. The buying value of the dollar is on the increase, and adjustments must be made to meet the reductions in the cost of food and clothing.

Get in the game of "chasing the joy-killer." There's a delightful musical comedy, with a pretty little song, "Look for the Silver Lining." Let's do it.

STOP WASTE

CONNELLSVILLE DIVISION COAL BILL
FOR YEAR 1920
$2,329,605

WE WILL REDUCE IT

MACHINIST can help by good work on the machinery
BOILERMAKER by good work on the boiler
HOSTLER by handling engine properly and not overloading tank
ENGINEER by handling engine properly on line of road
FIREMAN by firing engine properly
CARMEN by preparing the cars properly

Let US ALL WORK to the end of putting the CONNELLSVILLE Division at the HEAD of the LIST

DONT WASTE OR LOSE—SAVE

REDUCE FUEL BILL

Connellsville Division out for Honors—Here is their Bulletin Call to Efficiency

Selling Baltimore and Ohio Service is easy for the fellow who believes in it

Members of Crafts Now Present at Superintendents' Staff Meetings

New Castle Division Plan Put into Effect on Whole System

SUPERINTENDENT D. F. STEVENS wrote the Editor of the MAGAZINE on February 23 as follows:

"In order that supervising officers of the division may have the benefit of the direct suggestions for improvement and betterment of service, and in order that the men may become more closely aligned with the local division officers and better become familiarized with the problems which confront them, a plan has been devised on the New Castle Division of inviting members of the different crafts to attend the Monday morning staff meetings. It is felt that in this way these men, who are actually doing the work on the Railroad, will be able more promptly to bring to the attention of the officers the things that are in need of correction and which have escaped them; will give the officers the benefit of the judgment of the men; and will clearly indicate to the men that the officers have many trying problems, which they, with their intimate connection with the daily operation, may be of assistance in correcting.

"Such men as are available are invited to the Superintendent's office to these meetings and it is felt by both the men from the train and engine service represented as well as the officers, that the scheme has proved of mutual benefit to both. It will be interesting to watch the progress of this departure in modern railroading."

At the meeting held at New Castle on February 21, the following were present in addition to the division officers: Conductor J. E. Conley, Engineers E. F. Toepfer, C. F. Shriver and W. H. Maureman.

The following topics were discussed:

Purpose of the Meeting;
Handling Committee Matters;
Use of Telegraph Wires;
Percentage of Left Over Loads;
Train Movement;
Night Inspection by Officers;
Fuel Performance;
Overtime at Stations—Working of Clerical Forces;
Revenue;
Stoker Failures;
Tonnage Reports;
Locomotive Performance;
Hot Boxes on Cars;
Fuel at Warwick;
Track Conditions.

As President Willard pointed out in one of his recent addresses in New York City, the greatest problem facing the railroads in the United States today is the problem of being understood. It is but natural that some employes on whom the curtailment of service and reduction in forces have worked hardship, should feel aggrieved. Yet the facts of the case are so clear that no reasonable man, once understanding them, can have any animus against the Railroad Company on this account. In addition, therefore, to the better mutual understanding of technical operating problems which face the officers and employes of a division, it seems fair to assume that through the method adopted by Superintendent Stevens on the New Castle Division, and now extended over the whole System, there should come about a clearer conception of the general economic and social problem on the Railroad.

We commend this plan very heartily as being a step in the right direction and hope that it will be given a thorough trial. It will be appreciated if our superintendents will keep the MAGAZINE office in touch with the way it is working out, so that further report may be made in these pages, for the information of our entire personnel, of any modifications, additions or suggestions making for the success of the plan.

Quick Replacement of Bridge 31B at College, Maryland

By P. G. Lang, Jr.

Assistant Engineer of Bridges

AN INTERESTING bridge replacement job was completed on the Washington Branch on January 8. Three spans of double track structure were taken out and three spans of double track structure put into place. The total weight rolled was about 700,000 pounds.

No. 78, at 10.43 in the morning, was the last train over the old structure. The track was cut, the new structure moved into place, and the track made ready for traffic in 45 minutes. The actual time of rolling was three minutes and thirty seconds, with no delay to trains. No. 149, at 11.43 a. m., was the first train over the new structure.

Note the two accompanying photographs, one showing the old structure in place, with girders projecting above the tracks. The other view shows No. 149 crossing the new structure, in this case, with no projection above the base of the rail.



No. 149, first train over new bridge



Just before the new bridge was moved into place

Conductors and Ticket Takers, Please Note

Until Collected, a Ticket is a Charge Against the Railroad

A PASSENGER recently boarded train No. 3 at Philadelphia, leaving at 8.30 p. m., occupied a sleeping car and rode through to Marietta, Ohio. He was handled by a Pullman conductor and three passenger conductors and no one asked him for his transportation on the entire trip. On reaching his destination he forwarded his transportation to the Passenger Department in Baltimore for cancellation.

It is reassuring to come in contact with a passenger as honest as the one mentioned. Unfortunately, however, we cannot count on having all our passengers whose tickets are uncollected do the same square thing. Most of the tickets which are returned to the Passenger Department in Baltimore are sent not for cancellation, but for a refund of the money which was originally paid for them. And investigation has developed that in many cases such tickets have been used by passengers for transportation but through some oversight on the part of conductors or ticket takers have not been properly collected and cancelled.

It cannot be definitely stated how much money the Company loses each year because of the sharp practices on the part of passengers who seek to avoid the surrender of their tickets, and through oversight on the part of our ticket takers. But the number of tickets sent in for refund makes it appear that this is a considerable sum, the loss of every penny of which counts just as much against the interest of the employes of the Railroad as it does against the Company itself.

Here is a leak in our revenues which is called to the attention of our conductors and ticket takers in the belief that this little reminder will increase the care and watchfulness which they give to this important item. Please be sure to get the passengers' tickets. Please remember that within its time limit the ticket is a potential charge against the Company's revenues unless taken up and cancelled, and that money taken in at the ticket window means nothing whatever on the credit side of our business sheet, when the same money has to be refunded to the passenger who "gets by" without surrendering his ticket.

Oscar A. Constans, Late Freight Traffic Manager, Northwest District

THE sudden death on March 8 of Oscar A. Constans, freight traffic manager at Chicago for the Northwest District, came as a great shock to his many friends on the Baltimore and Ohio. He was stricken on the morning of March 3, in the General Offices in Grand Central Station, with what appeared to be acute indigestion. He was taken to his home in the afternoon, when his illness was diagnosed as uraemic poisoning, and he lingered, part of the time conscious, part unconscious, until his death.

The short funeral services in Chicago on March 9 were attended by many of his fellow officers and employes. The remains were then taken to Columbus, and after a further service at the home of his sister-in-law there, interment was made in Green Lawn Cemetery of that city. The pallbearers were George M. Kridler, general freight agent, Chicago; R. L. Galleher, division freight agent, Seymour; J. W. Melone, district freight agent, Chicago; D. E. Sullivan, division freight agent, Garrett; E. N. Kendall, division freight agent, Newark, Ohio, and E. L. McWilliams, chief clerk to Mr. Constans. Among the large number of officers who attended the service at Columbus were R. N. Begien, general manager, Western Lines; F. B. Mitchell, general superintendent, Southwest District; O. S. Lewis, general freight agent, Pittsburgh, and R. A. Ebe, general live stock agent, Baltimore. Floral tributes came from officers and employes at many places on the Railroad, notable offerings being those from the officers of the Freight Traffic Department and from former Vice-President A. W. Thompson.

Mr. Constans was born in 1862 and entered the service of the Company on May 1, 1882, as secretary to the general freight agent at Columbus. His promotions were gradual and steady during his almost 40 years of continuous service with the Company. One of the oldest traffic men of the Railroad, a friend who knew Mr. Constans intimately, paid this tribute to him soon after his death:

"Mr. Constans won his way step by step up the ladder in the Freight Traffic Department. By hard and careful work and by analyzing problems most thoroughly before making any decisions or attending meetings to discuss them, and by his thorough knowledge thus acquired he generally succeeded in reaching fair conclusions, which naturally redounded to the best interests of the Company. He was considered a leader and authority on Freight Traffic questions, and his judgment was held invaluable.

"His genial disposition and willingness to help others, gained and held for him many friends, both on the Railroad and among shippers. He was straightforward and honest in all his dealings and made the interests of the Baltimore and Ohio of paramount importance in his daily work."

In his telegram of sympathy, the traffic manager of one of the largest shippers in the United States said:

"We learn with great regret of the death of Mr. Constans. We feel that your Railroad has lost a very valuable man and the shippers a good friend."

The man who is worthy of being a leader of men will never complain of the stupidity of his helpers, of the ingratitude of mankind, nor of the inappreciation of the public. These things are all a part of the great game of life, and to meet them and not go down before them in discouragement and defeat is the final proof of power.—*Fra Elbertus.*



The late Oscar A. Constans

Safety Section

Special Sixty Day Drive on Accidents, April 1 to May 31

By W. F. Braden
Safety Agent

ANOTHER important Safety activity is now under way on the Baltimore and Ohio Railroad and it promises to be a strong instrument for the further reduction of the number of injuries to employes.

The recent exhibition of the remarkable motion picture, "Bulletin 70," helped materially in the reduction of the number of accidents of all kinds. There was only one fatality on the System the entire month of February, and also an appreciable reduction in the number of personal injuries.

This exhibition, which attracted so many thousands of the employes and their families, followed on the heels of a "No-Accident Campaign" that embraced the whole System and during which an enviable record was made in the reduction of train accidents and injuries to employes.

Now comes a special accident prevention drive which should arouse the sympathetic support of those who are actually employed in the zones of operation affected and also of the other employes.

It started April 1, and is to be continued for 60 days from that date. The campaign already gives indications of arousing unbounded interest. The several thousand of employes in the places selected for this special test seem to be headed towards an unusual record. The places where the special test is being tried out are as follows:

Eastern Lines

East Side (Philadelphia), Pa.
Brunswick, Md.
Cumberland, Md.
Glenwood, Pa.
Riverside (Baltimore), Md.
Mt. Clare (Baltimore), Md.
Keyser, W. Va.
Grafton, W. Va.

Western Lines

Washington, Ind.
Ivorydale, Ohio.
Toledo, Ohio.
Garrett, Ind.
Lorain, Ohio.
Newark, Ohio.
Chillicothe, Ohio.

Other System Points

New York Terminal Lines.
Baltimore and Ohio Chicago Terminal.

In preparation for the special Safety test, officers and employes were organized along the lines of group units, which was so effective in the Liberty Loan campaigns. It is expected that in this manner each employe will be reached intimately.

Master mechanics, yardmasters, supervisors, foremen and others having jurisdiction over groups of men have been impressed with the fact that they will be held responsible for the carrying out of every Safety Rule and reducing accidents to a minimum.

It is planned to make those in a supervising capacity realize that insistence upon the observance of the Safety Rules and the consequent reduction in the number of accidents is one of their principal functions, and not an incidental one.

At the points chosen for the test not only will the shops be affected, but the yards and the immediate vicinity. Motive power and maintenance of way employes are also included.

Forget Safety and Here's What Happens

A machinist working at a lathe in Washington (Ind.) shops, was turning brass and had his goggles adjusted to protect his eyes. Finding it necessary to get some tools, the machinist pushed the goggles up over the peak of his cap. Upon returning to the machine he raised his hand to readjust his goggles and at the same time looked closely at the brass he was turning. A small piece of brass penetrated his eye. The doctors say he will probably lose the eye.

Noticing that an air hose was burst on a train that was being made up in Benwood, W. Va., yard, a car inspector attempted to make repairs. He did not think it necessary to put up a blue flag or to tell the train crew that he was going to work between the cars already on the track. Cars were shoved on to the track from the East and the inspector was caught between two of them and his hips crushed. He spent 19 days trying to regain the use of his limbs.

A brakeman on the Chicago Division was assisting in setting off a car that bulged and that might cause trouble if it was carried along the road. It was necessary for the car to be shoved past a viaduct. The brakeman knew the clearance was close at the viaduct, yet he stood on the stirrup and held on to the grab irons. Just before attempting to alight dust blew off the cars into his eyes and he forgot to alight, with the result that his body was struck against two steel posts supporting the viaduct. The second blow threw him from the car. He spent many days recovering.

Engaged in holding one end of an eccentric crank arm that was being removed from an axle in the shops at Connellsville, Pa., a machinist helper was injured when the heavy arm fell on his foot. The machinist was prying off the crank arm with a bar and had told the helper to get a firm grip on it. The weight was too great for the helper when the crank arm came loose from the axle and he had to let it fall. His instep and toe were crushed and he was off duty for a long time.

"I was in a hurry and did not examine nipple as carefully as I might have had I not been in a hurry." This was the explanation given by a boilermaker at the roundhouse at Storrs, Ohio, after he had been injured. He was attempting to connect the hose to an air hammer and had partly screwed the nipple on to the hammer when it fell upon his foot. The threads in the nipple had worn off. His toe was mashed and he spent five days at home nursing a painful wound.

Mounting a platform a machinist and his helper at the shops at Ivorydale, Ohio, were tightening a cover dome on the steam chest of a locomotive. A bar was placed in the socket of the wrench to give it greater leverage. The machinist held the wrench on the nuts and the helper tugged at the bar. The wrench slipped from the nut and the helper pitched from the platform. His arm was broken in two places. It was stated that the machinist should have used a "thinner" wrench that would have passed between the ribs on the cover.

To stimulate interest, the component units at each of the test places will be designated by numbers and the performance of each unit will be announced daily and the result posted in conspicuous places. These reports also will go to the superintendents, general superintendents, superintendent of the Safety Department, general manager (on the Western Lines) and to the vice-president in charge of Maintenance and Operation (on the Eastern Lines).

One of the special features of the test will be the rigid investigation of each accident involving personal injury in the places designated. If it is shown that any foreman or other supervising officer is to blame because an accident happened where it could have been avoided had the Safety Rules been enforced, there will be an entry placed against his record to that effect.

Every two weeks during the campaign, general superintendents will arrange for meetings at the test points, when the record already made will be gone over and arrangements made to carry on the work more vigorously. At these meetings the general chairman, in charge of the group captains, will report conditions and suggestions for continued success.

During the closing days of March, the general superintendents, in conformity with instructions issued for the conduct of the special test, assembled their officers at the places on their territory selected for the campaign and planned their organizations to reach every branch of the service there. Unusual enthusiasm was manifested everywhere. All realized the benefits that would accrue from such a campaign and officers imbued the employes with their enthusiastic feeling.

The employes caught the spirit of the campaign from the very start and on April 1, it was evident that the personnel at every test point was ready to exert every effort for making an unusual record in reducing accidents to employes. On every hand could be heard the conviction expressed in no unmistakable terms, that the end of unsafe practices in railroad operation on the Baltimore and Ohio had come. All determined to strive for the goal of "No-Accidents" and to rest not a moment until it was won.

THE BALTIMORE AND OHIO RAILROAD COMPANY
SAFETY DEPARTMENT

Record of Shops, Showing Man Hours Worked Per Injury, February, 1921

Honor Roll Shops are Those Having No Reportable Injuries

This Month's Honor Roll	Injuries	Man Hours Worked	Rank in January
Benwood	0	88,219	2
New Castle	0	73,593	19
Cone	0	33,688	21
Ohio River High Yard	0	31,160	5
Somerset	0	28,639	Honor Roll
East Chicago	0	28,426	23
Flora	0	22,727	15
Haselton	0	21,510	13
Sabraton	0	12,631	34
Martinsburg	0	11,322	36
Seymour	0	9,160	31
Painesville	0	8,624	32
Zanesville	0	4,151	35
Harrisonburg	0	4,127	Honor Roll

Rank	Shops	Man Hours Worked	Number of Injuries	Man Hours per Injury	Rank in January
1	East Side	143,284	1	143,284	10
2	Newark	136,482	2	68,241	14
3	Cumberland (Back Shop)	57,797	1	57,797	24
4	Lorain	56,039	1	56,039	Honor Roll
5	Holloway	52,401	1	52,401	Honor Roll
6	Glenwood (Back Shop)	91,141	2	45,570	25
7	Fairmont	43,408	1	43,408	Honor Roll
8	Keyser	172,699	4	43,175	22
9	East Dayton	41,961	1	41,961	Honor Roll
10	Rossford	37,464	1	37,464	8
11	Grafton	74,579	2	37,289	16
12	Cleveland	61,961	2	30,980	3
13	Gassaway	30,533	1	30,533	17
14	Washington, Ind	110,146	4	27,536	4
15	Storrs	54,523	2	27,261	7
16	Willard	105,429	4	26,357	30
17	Connellsville	98,450	4	24,612	6
18	Ivorydale	96,703	4	24,176	1
19	Stock Yards	23,509	1	23,509	Honor Roll
20	Cumberland (Master Mechanic)	248,673	12	20,723	20
21	Lima	71,519	4	17,879	12
22	Weston	16,527	1	16,527	Honor Roll
23	Lincoln St. (inc. Robey Street)	76,134	5	15,227	9
24	Riverside	140,112	10	14,011	29
25	Glenwood (Master Mechanic)	54,239	4	13,560	11
26	Brunswick	86,381	7	12,340	27
27	Mt. Clare	216,284	20	10,814	33
28	Garrett	143,908	14	10,279	28
29	Chillicothe	68,725	7	9,818	26
30	Ohio River Low Yard	45,790	6	7,632	18

Total Injuries by Months:

February, 1920, 239; February, 1921, 129.

"Willing Worker" Sometimes a Menace

THE "willing worker" is not always a safe man around a railroad, although he is always popular. A request for service usually brings a ready response. Sometimes, even, he anticipates a request and gets to work.

One of these "willing workers," a brakeman, was riding on an engine between Lima and Dayton. Without warning to the engineer or fireman he took down the squirt hose and began wetting down the deck of the locomotive. He was using scalding water. Unwittingly, he directed the stream of water into the shoe of the engineer. Before the latter could remove his shoe, his foot was scalded and he was off duty 20 days.

The brakeman was "mighty sorry," but his carelessness meant the loss of the service of a good engineer at a time when enginemen were in great demand.

Are We Alive?

The best answer to this question now is—"Yes, if we can get business."

What shall it profit us to operate 100% efficiently if we can't get enough traffic to operate on!

A Business Getter.



Drinking Water

By Dr. Roy C. Potter

Medical Examiner, Chillicothe, Ohio

ALTHOUGH the principal purpose of this article is to emphasize the importance of the chemical purity of the water we drink, it is instructive to consider the use of water in general.

The maintenance of life depends to an almost incalculable extent upon the accessibility of an unfailing supply of water. Without it the earth would be an arid desert, devoid of the vegetation and plants which provide sustenance for all the creatures that inhabit it.

Water in History

The requirements of the early tribesmen were adequately met by springs, pools and shallow wells; and readers of scriptural records must recall the importance attached to these sources of supply. Villages and towns came into existence because of the purity and constancy of the water supply, and these communities grew into large groups, and eventually nations. Even in this day nations at war use every effort to protect their water sources and reservoirs, for it would mean early annihilation and defeat if the enemy could pollute or cut off this indispensable element.

As civilization has advanced, with a constantly increasing tendency toward the coming together of groups of people to form towns and cities where industrial enterprises have grown to hitherto inconceivable proportions, provisions for an adequate water supply for every human need are imperative. For this reason, mainly, it has become the duty of the public authorities, or the local government, to control the water supply; this sometimes takes the form of municipal ownership and operation, but frequently involves no more than a close supervision of private enterprises engaged in water distribution for profits.

Health Departments Keep Water Safe

The maintenance of the public health would be no more than a farce if State Health Departments did not have unlimited power to pass upon the purity of water from every source and to prohibit the use of such water as was proved, after analysis, to be impure through contamination or pollution. This jurisdiction covers wells, springs, pools, or other sources of supply upon the property of the isolated farmer, as well as the watersheds and storage reservoirs of great cities. It is an illustration of the principle that the healthfulness of a community or nation depends entirely upon the conservation of the health of every individual comprising the group. As one sick man may be the source of infection of thousands of his fellow-citizens, it is the right and duty of the health authorities to intervene and take measures that will restore the sick man to health, or make it difficult for the infection to be transmitted to other members of the community. The same principle operates in the public control of the water supply, as one contaminated well or spring on the isolated farm of a dairyman has been known, many times, to have been the source of a widespread epidemic of typhoid fever which took a heavy toll of human life.

Watch Your Drinking Water

It is our personal and individual duty to assure ourselves of the purity of the water we drink or use for cooking purposes. Purity or fitness for human consumption is not established because the water looks good and clear, or tastes right. This is especially applicable to the water obtained from springs, shallow wells or small streams: all of these sources may be polluted by filth-laden surface water or drainage from cesspools, barnyards and stables, and the impurities cannot be detected by its appearance, taste or odor.

As water supplied to dwellers in large cities is under constant inspection and analysis by competent chemists, we may ordinarily use it without risk, unless warned by the authorities that it should be boiled as an additional precaution. It is principally the rural sources that should be viewed with suspicion and avoided unless one is certain of their purity.

Don't Drink Water from Engine Tanks

Among railroad trainmen, particularly those in engine service, it is a common practice to drink water stored in the tank. This is intended solely for use in the boiler and contains many impurities which render it unfit for taking into the stomach. Hence, for all practical purposes, it is just about as safe to drink a cupful of such water as it would be to swallow the same quantity of fluid filled with all sorts of wriggling and squirming germs. We must have water, and when we are so situated that our needs can only be met by resort to a supply which is under suspicion, or the history of which is not ascertainable, it should be sterilized by thorough boiling.

Every householder should learn, as soon as possible, the quality of the water used constantly for drinking and cooking, and may do so by forwarding a sample taken from the source of supply to the State Board of Health, by which it will be analyzed. The purchaser of a property upon which water is obtainable from shallow wells or springs should satisfy himself that they are so located as to make it unlikely that surface drainage or filth from cess-pools flows by gravity or seeps into them.

Drink Good Water Copiously

Very few people drink enough water, and not many know how to drink so as to get the most benefit from it. Immunity from infection by contaminated water does not lie in total abstinence, but rather in a careful choice of pure water; and when this has been found, enough should be taken daily to meet the needs of the body.

A glass of water upon awaking each morning, either cold or hot, is a sovereign remedy for constipation when taken with regularity. Drink copiously during the day, between meals, to replenish the fluids appropriated by the body in its systematic repair and the elimination of waste material; this is particularly necessary during the heated term, when profuse perspiration draws heavily upon the fluid contents of the human body.

Avoid excessive use of water with meals, so as to prevent undue dilution of the gastric juices necessary

for the proper digestion of food. Americans are said to be the only people who manifest a fondness for iced drinks, and it has been alleged that this explains why we suffer from impaired digestion so universally that we are known as a nation of dyspeptics. Iced water or other beverages should be taken sparingly, swallowed slowly, and never used when the body is overheated, for very severe illness may ensue through the sudden reduction of the body temperature.

Avoid the Common Drinking Cup

No discussion of drinking water is complete if it does not urge the vital importance of the use of an individual drinking cup. The most loathsome and repulsive diseases that afflict humanity have been communicated widely and disastrously through the use of the common drinking cup, and if one has not provided the individual cups that may be conveniently and constantly carried in the pocket, it will be much safer to suffer the pangs of a burning thirst for a short period than to run the risk of acquiring a disease which taxes the skill of professional men to cure or arrest after the infection has been discovered.

The Baltimore and Ohio Railroad has, through its medical staff of the Relief Department, a well-organized system for the periodical examination of the sources of water used for every purpose, and at every point on its lines; so that its employes everywhere, and the patrons of its passenger service, may be assured of the purity and safety of the water supplied for their use. Moreover, an intensive campaign has been undertaken against the common drinking cup, and sanitary fountains have been installed at every point where conditions justify and permit them.

What a Box Car Thinks About

By E. W. Spille
Correspondent, Cincinnati General Office

GREAT essence of shoe leather, but it's cold here. Wish I was an F. E. Car and got down to Palm Beach once in a while. As it is, the only place I ever reach is Cincinnati, Toledo or some such town. There's nothing aristocratic about these places.

And speaking of aristocrats, look at the string of new passenger coaches coming into the yard. Gee, don't they look nice? They never shine me up like that, and I bring in a lot more revenue than they do, too. But then the working man is never appreciated.

I just got in yesterday with a load of Fords from Detroit. They had me loaded down something fierce. I guess it's my duty to carry as much as possible, but it's sure hard on the underframes. It took me three weeks to make the run from Detroit. I got held up in Toledo in bad order. I really had a bad case of hot box and rusty axles. Staying in Toledo over two weeks isn't any fun either. No wonder Dempsey knocked Willard out so soon! Guess he was mad because he had to go there. Anyway, Toledo is no place for an Irishman.

Whew! I'm dirty. They might brush off my floor once in a while even if they don't ever paint me. But what do some of these birds care! You can hardly read my number anymore. Oh, prunes! here comes that darned switch engine—look out—Boy! He almost knocked my end door out. Guess they are going to weight me again. Tomorrow I'll have to be loaded. Well, I hope they don't put any junk into me. It rattles too much. Well, here we go and my left hind wheel is so sore I can hardly roll. Oh, mama, but I do need some rest.

—

Mrs. Leary Thanks the Accounting Department Employes for Memorial to Her Late Husband

MRS. JAMES T. LEARY
704 WASHINGTON, EAST
FORT WAYNE, IND.

The Officers and Employes of
The Accounting Department of
The Baltimore and Ohio Railroad:

I desire to express to you my sincere appreciation for your kindness and sympathy and your regard for my husband, which is so evident in the splendid memorial you have erected in his honor. Realizing as I do, that such honor has seldom, if ever, been accorded to one in his position, it is with a sense of deepest gratitude that I write this.

To know that his memory is to be perpetuated and that he will continue to live in the minds and in the hearts of all those who in life were such good friends, is a comforting thought, and I know that it would be his wish, as it is my own, to thank you each individually for this great tribute.

Very sincerely yours,

(Signed) ALICE LEARY.

An Easy Way to Get a Home

WHEELING, W. VA., January 3, 1921

MR. W. J. DUDLEY, Superintendent,
Relief Department,
Baltimore, Md.

Dear Sir—Just a line to let you know I received all of the papers that you held, under which I obtained a loan, and I am surely pleased that I have my home paid for and am glad that we have such a nice way to obtain a home.

In regard to making deductions at present, we want to have the houses painted and wired for electric lights this Spring, and it will take about all I can save for a while, but would like to start in the Savings Feature soon after and will write to you for a book.

With my kindest regards and best wishes for a prosperous New Year, I am,

Very respectfully,
(Signed) LEE R. MCFANN,
Engineer.

—

Be a Business Getter



ROBERT M. VAN SANT, *Editor*
MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

The Passenger or the Pass

The action of a number of railroads in reminding their employes that in crowded coaches pass holders are expected to surrender their seats, when necessary, to passengers, has received a good deal of favorable newspaper comment.

It will perhaps be recalled that on this page in the September, 1920, issue, the leading editorial was devoted to this subject. Since that time the Management has been very much gratified in having called to its attention many cases in which our employes, in following the practice of the Baltimore and Ohio in this respect, have lived up to the best interpretation of our slogan, "Our Passengers Are Our Guests."

The shortage of passenger equipment last autumn, and the abnormal passenger business then being handled, made a hearty compliance with this practice especially desirable. Passenger business has now dropped off considerably and our coaches are not nearly as well filled as they were at that time, but the principle of politeness and consideration in this matter will always remain unalterable. The complete comfort of our passengers is as essential to our ideals of public service now as it was then.

We are not indulging in any fantasies when we say that the Baltimore and Ohio is especially well known as the Road of Courtesy. Hundreds of letters from our patrons, enthusiastically endorsing this belief, are received each month by the Management, and many employes who have been the inspiration for these letters have shared in the gratification of the Management in knowing that our passengers appreciate their courtesies.

Politeness and courtesy are their own reward, and we know of no better business-getters on the Railroad. Hearty congratulations to all those employes who are making the rule of courtesy the rule of their work on the Railroad each day! May their numbers increase and their good works multiply!

Lest We Forget

It is but natural that America, with her comparatively brief participation in the World War and with her tremendous recuperative powers, should, after the shock of the struggle, have readjusted her national life to the normal more quickly than the other warring countries. To the person with a seeing eye and quick sympathy for those who still suffer, however, there is no lack of reminders even in our own fair land of the horrors of the conflict.

Within the last three months two obituaries have appeared in these columns about members of our own Railroad family; the one about a Green Spring boy whose body, brought back from France, was interred with impressive ceremony in his home town; the other of a Keyser lad who finally succumbed at that place in December from the effects of gas poisoning.

At supper in a Baltimore restaurant within the last week there was placed on the table beside me an envelope and on it written:

"Gassed during the war—I can't talk. Please help by buying the contents of envelope for 10 cents."

The seller was in the uniform of a doughboy. He could scarcely whisper, yet I managed to learn that he had been severely gassed, and had been discharged from the service since 1919. He said that he was not getting enough money from the Government to support him. As I was remonstrating with him for wearing his uniform illegally after his discharge, and trying to direct him to proper Government authorities for help, the waitress stepped between us and, with a show of impatience, thrust a quarter into his hand. I dug down for my two-bits and he took it and was gone before I could talk longer with him. I started to explain to the waitress why I had remonstrated with him, but she cut me short with:

"They aren't taking decent care of the boys and it's a shame."

When I heard her own history, I understood her quick sympathy.

Her only three brothers volunteered in the 29th Division at the outbreak of the war. One died from sickness on the transport going over and the other two were killed in action. Her only sister was a victim of the war plague, influenza, in the winter of 1918. Her mother and father both dead—she is alone in the world but for a six-year old boy whom she is supporting in a boarding house in Baltimore. She said nothing of her husband.

Hearing of a case like this makes one feel almighty thankful for his own blessings.

Passing a busy street corner I stopped to hear the music of an always interesting Salvation Army band—just in time, too, to meet the tambourine collection plate coming my way. In front of me was a magnificent specimen of manhood and I saw him flip a half dollar in with the pennies and nickles. Then he left abruptly while I lingered. In a few moments he was back again. Wondering at his unusual interest, I ventured to ask him why.

"Well, I saw a lot of service overseas and, believe me, the Salvation Army people were just as far front as they would let them go. I will never forget the food and hot coffee they passed out to us when we were under fire and almost famished and I am here to take my hat off to them any time and in any place."

The Salvation Army has a big asset in this strapping six-footer and his generous gratitude.

It may not be amiss here to say that the American Legion has been the chief organization to keep the public advised of the needs of the flotsam and jetsam of the war. As a national organization, through the State departments, and as individuals, the American Legion has not only campaigned for many needed reforms at Washington, but has taken a quick and unselfish interest in the welfare of sick and wounded comrades.

In the Department of Maryland a certain number of days each month are given each post as its detail for looking after the welfare of the sick and wounded soldiers in the hospitals. April 16 to 22 falls to the lot of the Baltimore and Ohio Post No. 81 for this "tour of duty" and one of the things which is planned is a concert on April 18 by the Baltimore and Ohio Glee Club for the 700 hospital-ridden ex-service men at Fort McHenry, Baltimore. The Post is paying for the cost of this and for the entertainment of ex-service men in other hospitals in Baltimore.

The Way It Works Out

Looking over into another field of business often gives us a new and refreshing viewpoint. It puts our own proposition in a better perspective. It makes us see the things of our own concern in a clearer light.

Before me is the business statement for 1920 of the Metropolitan Life Insurance Company. Some of the stupendous figures are:

Assets	$980,913,087.17
Total insurance placed and paid for in 1920	$1,651,950,151.00
Total amount of outstanding insurance	6,380,012,514.00
Number of policies in force December 31, 1920	23,899,997.00
Amount paid to policy-holders in 1920	81,257,393.70
Reduction in general mortality at ages 1 to 74 in 9 years	22.7%
Death rate for 1920 on the industrial business lowest in history of Company.	
Dividends declared payable in 1920, nearly	11,000,000.00
Our nurses made 1,625,271 visits in 1920, free of charge to sick industrial policy-holders, including 14,667 visits to persons insured under group policies.	
Our employes distributed over eighteen millions of pieces of literature on health.	

Even to railroad men, accustomed to the huge figures which represent the property values and operations of the American Railway System, these insurance figures will be startling.

Particular attention is called to the last five items in this statistical table, for in them is great food for thought.

The Metropolitan Life Insurance Company was one of the pioneers among the great life insurance companies, in instituting a health department, the purpose of which was to investigate living conditions of the company's policy-holders, and in every legitimate way to lengthen their lives and thus decrease the mortality percentage from year to year. How extensive this medical supervision has become is indicated in the last two items in the table, and the splendid results of this medical supervision may be seen in the three preceding items, showing the large reductions in deaths from preventable diseases, the reduction in the death rate of the company's policy-holders and the dividends of $11,000,000 paid back to policy-holders during 1920.

The history of this phase of the insurance company's activities is a most interesting one but we cannot go into it further here except to point out this fact:

In instituting this medical supervision over policy-holders, this company not only did them a great service in decreasing the number of days they lost through illness and actually cutting down their general mortality, but it was also able through the savings made by the decreased mortality to reduce the financial drain on its resources. And this reduction is in turn undoubtedly reflected in part in the $11,000,000 in dividends returned during 1920 to the policy-holders. This is convincing proof that what benefited the company also directly benefited all those connected with it and vice versa.

On the Railroad we sometimes hear of employes who are disinclined to submit to physical examination, of employes who make light of the work of our first aid teams, of employes who ridicule the systematic and effective efforts being made to make their working conditions safer. Some of them explain their lack of interest in these activities by saying that the Company is interested in them from purely selfish motives. Yet Safety and adequate medical supervision on the Railroad mean just as much to the welfare of the individual employe as they do in making more efficient the conduct of the Company's business. The two ends attained are inseparable and, generally speaking, it is becoming more and more generally admitted by both management and labor that what redounds to the prosperity of the railroads redounds in equal degree to the welfare of its employes.



The Messenger Boy and the President

The messenger boy bustled through the doorway into the outside office, walked up to the nearest stenographer and said:

"Have you got that job ready for our department?"

With a quick movement the young lady addressed reached up, took the cap off the boy's head and, placing it in his hand, said:

"Gentlemen coming into this office and addressing ladies always take their hats off, first."

"Do they?" responded the boy. "We don't in our office."

"Well," said the young lady, "when President Willard comes into this office he takes his hat off and I think if he does you should, too."

"Gee," replied the lad, as he shuffled off toward the door. "I didn't know he ever came in here."

An hour afterward when the same messenger returned to the same office, he had his hat in hand before he opened the office door.

—

President Smith of the New York Central and the Negro Who Always Prayed

A blizzard was raging the day President A. H. Smith of the New York Central Lines was saddled by Director-General McAdoo with the responsibility of directing the operation of all the railroads east of Chicago, by far the greatest mileage ever put under one man. Congestion had become terrific. "Priority" orders had been issued by every official and every lieutenant in the government service, with the consequence that traffic had been thrown into hopeless chaos. As Mr. Smith sat in his car on his way back from Washington, the snowstorm howled and pelted against the windows and was rapidly threatening to block the tracks. An overpowering sense of the magnitude of the problems confronting him weighed down the new Regional Director.

"Happy Henry," the colored car attendant, breezed in, humming a cheerful tune. Smith looked up. Henry was smiling.

"Say, Henry, why is it that you are always able to be happy no matter what happens?" asked Smith.

"Because, sah, I always takes everything to the Lawd in prayer."

"Do you always get an answer?" asked Smith.

"Yes, sah, I always gets an answer."

"Always?" interrogated Smith.

"Yes, sah, always."

"Fine! Now, Henry, you know what I am up against, and I want you to get busy and offer up the best prayer you ever offered up in your life that I'll be able to do this job."

Henry promised.

"You have taken a great load off my mind, Henry, for you assure me that you always get an answer, don't you?"

As Henry walked off, he replied, "Yes, sah, I always gets an answer—mostly in de negative."—*Forbes Magazine* (N. Y.).



Archibald Fries, Vice-President Traffic and Commercial Development, Addresses Baltimore Veterans

AT a meeting of the Baltimore Chapter of Veterans, on April 4, Archibald Fries, vice-president of Traffic and Commercial Development, gave an interesting and instructive talk to the members and their wives concerning the opportunities open to railroad men to show the kind of material they are made of in helping the Company get business.

Introducing Mr. Fries, G. A. Bowers, president of the Baltimore Veterans, said:

"There are two conditions in the life of man, happiness and sorrow. Tonight I am happy. There are two kinds of men, artificial and real; the real men are built on the old pattern and taught by the old masters. Tonight we have with us a real man, and I take great pleasure in introducing him to you, Mr. Archibald Fries; vice-president of Traffic and Commercial Development."

Mr. Fries said:

"*Ladies and Gentlemen, Veterans of the Baltimore and Ohio Railroad*—This is the first opportunity that I have had to address a gathering of this kind. I was present with Mr. Willard when he addressed the Veterans last summer at Somerset, and I was very much struck by the interest of the people, and particularly that of the women. Women always make things go, whether it be in church, school, or secret society, and I congratulate the Veterans on having them as allies.

"I must apologize for being a veteran; I have only been in the service for 38 years, having started working in the Freight Department of the Baltimore and Ohio at the age of 17. Then I went to work in the Cincinnati freight office, and from there I came to Baltimore. I take pride in the fact that there is no position in my department that I have not filled at some time or other. I think that we, as Baltimore and Ohio employes, should appreciate that our president and three vice-presidents of the Company, besides nearly all of the general officers, have worked their way from the bottom to the top. The man who has filled every position knows the work and the trials of "the boys"; he is better able to sympathize with them, and is better able to value their work. I know of no other railroad whose four executive officers have started in at the bottom of the ladder and worked to the top.

"It is expected of me to get sufficient freight and passenger traffic to pay our salaries, our maintenance and expenses and taxes, besides the fixed charges on bonds, notes, etc. In February, out of $14,200,000 gross revenue, we had only $60,000 left after paying the first four of these items, and as our fixed charges on bonds, etc., for a month average about $2,000,000, you can see that the Company went into the hole for February almost to that extent. We trust that March has made a better showing and that April will be still better.

"I do not want anyone to feel that the Traffic Department is trying to do his work for him. The Traffic Department is trying to get sufficient traffic to keep the Baltimore and Ohio prosperous, but our president believes that this is the time when every employe is interested in getting every ton of freight and every passenger possible through his influence at any and all times. It is the time when we cannot afford to rest upon the success or failure of the Traffic Department. **Every one of us should consider it a sacred obligation to his fellow employes and to the Company to use every bit of his influence to get goods to move and passengers to travel via the Baltimore and Ohio.**

"Have you ever thought of the impetus that could be given to any movement by an army of 10,000 men with their wives and children back of it? This is what the Railroad has back of it. And if we, as railroad officers, feel that there is any one set of people on whom we can rely, it is the Veterans. It is at this time that we come to you to ask that you give us, freely, willingly and sympathetically, your assistance.

"When you ladies go to the department stores to buy, or to your grocerman, or to your tailor, won't you go to the manager and say this: 'I patronize your store; do you give the Baltimore and Ohio Railroad your traffic?' This applies also to you men. Now is the time to show your loyalty, your friendship, and your standing on the Baltimore and Ohio.

"We have no wish to criticize our competitors, but we believe that we have a solicitation power in our Veterans that no other railroad possesses, and as a representative of the president, I ask you to use your every effort to the end that we may secure as much traffic as possible through your influence. Every passenger traveling from Chicago to Baltimore means $32; every carload of freight means about $70. Post cards have been distributed among you for use in getting freight and similar cards have been prepared for passenger traffic."

W. L. Robinson Discusses Railroad Coal Consumption

Following Mr. Fries' address was a talk given by W. L. Robinson, supervisor of fuel and locomotive operation, who gave some interesting points on the enormous cost of fuel and its importance. Some of the "pointed paragraphs" given by Mr. Robinson were as follows:

"The railroads consume about one-third of the coal that is mined. The Baltimore and Ohio is the third largest coal consumer. The Pennsylvania and the New York Central only exceed us in the amount of coal consumed by locomotives. The only industrial company exceeding us in this is the United States Steel Company."

"In 1916, it cost us $5.70 out of every $100 to pay for coal consumed; in 1920, $11.80, this difference being brought about by the increased cost of fuel. The average cost of fuel in 1916 was $1.09 per ton; in 1920, $3.38 per ton. The total cost in round figures for coal in 1916 was $6,750,000; in 1920 it was $27,000,000."

"Sometimes we overlook the fact that we don't charge ourselves with any rate of haulage for the 6,000,000 tons of coal annually consumed on the System. We get coal from practically every district on the Railroad. Many roads have no mines from which to draw, consequently, they charge themselves with freight rates, and their cost is not the same as ours."

"Fuel conservation means good railroading."

"We are now experiencing the largest coal car surplus in our history . . . . . It may even be a wise thing now to buy your next winter's supply of coal."

The next speaker was Senator Dick, who spoke eloquently of appreciation and loyalty to the Railroad, concluding his remarks by reading a poem by Edgar A. Guest. Mr.

Dick then presented to John T. Mathews a ring, bearing the Veterans' emblem, as a reward for securing 95 new members of the Veterans' Association. Mr. Mathews said:

"It was a pleasure for me to get members for the Baltimore and Ohio Veterans' Association; now, it is giving me pleasure to solicit traffic for the Baltimore and Ohio." Mr. Mathews is general foreman of the freight house at Washington.

Judge Thomas Bond, who served the Baltimore and Ohio 70 years ago as a civil engineer, then told some interesting tales of the early days of the Railroad. His work lay between Kingwood Tunnel, then the largest tunnel in the world, and Cheat River. He remembered when Parkersburg and Grafton were only sections of wilderness, and how, when the first "iron horse" came through, the people flocked from the country for 50 miles around to see it. This was in 1852. Said Mr. Bond: "When the men, women, children and other things came out to see the iron horse, the whistle blew a loud blast. The people scattered in every direction, while the dogs ran barking after the engine."

After the addresses were over, the Veterans, their wives and friends enjoyed a musical and literary program while they partook of the delicious ice cream which always accompanies a Veterans' meeting. A number of children took part in the program, and Miss Helen Doyle favored us with her famous violin selections.

Veterans to Celebrate Anniversary of Opening of Brunswick Yard—Bands, Speaking and Entertainment Galore Promised for this Big Holiday on May 10

TUESDAY, May 10, will be a gala day for the Veterans at Brunswick, for then will be celebrated the 30th anniversary of the opening of the Brunswick Yard.

President W. R. Smith, with his able committee, is making extensive plans for entertaining all officers and employes, as well as the members of the Veterans' Association, who find it possible to attend.

There will be a basket picnic, but dinners will also be served on the grounds. A photographer will be on the job, ready to snap the interesting scenes, and those who do not wish to get into a picture had better have in mind a good hiding place before coming to the picnic. There will be music a-plenty for those who like to "shake a foot" with the Veterans, and games will be provided for old and young.

President Willard and Vice-Presidents Shriver, Galloway and Fries, besides many other officers, have been waited on by a committee of the Veterans and have promised to be present if their engagements permit.

The invitation is particularly extended to the Veterans of all the other divisions. Come and have a good time.

Baltimore Chapter Has Interesting Monthly Meeting

AT a meeting of the Baltimore Chapter of Veterans and of the Ladies' Auxiliary on March 7, a musical program was rendered which added to the usual merriment prevalent at such gatherings.

The meeting of the Ladies' Auxiliary took place on the second floor of Moose Hall at the same time that the Veterans held their meeting on the main floor. Mrs. Shipley, president, was absent because of illness, and Mrs. Hanson, vice-president, took charge. The meeting was opened with the singing of one stanza of "America," followed by the Lord's Prayer. Then came the roll call of officers, sale of buttons, collection and reading of application cards, and acceptance of names for membership. About 120 ladies were present. At the close of the business meeting, Brother Holmes gave the ladies a heart-to-heart talk concerning the sale of tickets for the entertainment and dance on March 31.

At 9 o'clock the doors were opened and the Veteran brothers came up to share with the Auxiliary sisters the feast of ice cream and to enjoy the entertainment.

Brother Holmes introduced to the audience a quartet of little girls, who gave a splendid exhibition of songs and dancing. They were Mildred Provance, great-granddaughter of Ephraim Provance, the engineer who saved Annapolis; Sylvia Stricker, Lillian Elliot and May Snyder. Particularly attractive were the solo dances rendered by each of these girls. Miss Provance sang "Take Me Back to the Garden of Roses," and gave a clever exhibition of toe dancing. Miss Lillian Elliott gave a bit of interpretative dancing, accompanied by Mr. Earl Watts, pianist. A clog dance by Miss Stricker was heartily applauded by the Veterans, as was an Oriental dance by Miss Snyder. Following this was a solo by Master Herman Lang, and a violin solo by Master Irving Stricker, accompanied by his sister, Sylvia.

Of much interest to the Veterans was the entertainment given by Miss Thelma Culbertson, who made her first appearance on the "stage," and played her part very creditably in song and dance. A piano duet was rendered by Mrs. Quinlan and Mrs. Mantz, followed by a violin solo by Miss Helen Doyle, daughter of Martin Doyle, chief clerk, office of General Superintendent. Miss Doyle was accompanied by Miss Van Hollen, formerly an employe of the Car Service Department.

Brother Pennell was presented with a framed photograph of the Veterans and their friends taken at the picnic last summer at Brandywine Springs.

The floor was then cleared for a dance. Brothers Bowers, Sturmer and Covell took turns in calling out the numbers for a square dance, while Brother Holmes and several of his friends gave an old-fashioned cake walk, much to the delight of all, and which concluded an evening of merriment.

—

George W. Lishawa a Stalwart Veteran

GEORGE W. LISHAWA was born in New York City on September 21, 1848. He has been in the railroad service since 1860, having started at the age of 12 years as switch tender for the Cincinnati Street Railroad, working from 6 o'clock at night until midnight, and going to school during the day. He followed this until 1865 when he went to work for the Ohio and Mississippi Railroad (now the Baltimore and Ohio) in train service between Cincinnati and St. Louis.

In 1870 Mr. Lishawa resigned this position and went over to the C. H. & D. R'y (now our Toledo Division) as depot baggagemaster, which position he held for two years. He joined the auditing force of the C. H. & D. R'y, working up from a clerk to auditor, which position he held for 18 years. From 1905 to 1908, during the merger of the C. H. & D. and P. M. R. R., he served as assistant comptroller and auditor of passenger receipts.

From 1908 to 1918 he served as paymaster, during which time this road was taken over by the Baltimore and Ohio and the Paymaster's office moved to Baltimore.



Helen Doyle, violinist



George W. Lishawa

He has since been employed as general clerk in the office of Assistant to General Manager, Cincinnati. Mr. Lishawa is a member of the Veteran Employes' Association.

Besides being a valuable man to his Company, he has also been a valuable man in Hartwell community, where he resides, having served as a member of the Board of Education for two terms, councilman for two terms, and finally as treasurer of the village and school board.

Mr. Lishawa is still full of life and ambition and is one of the best rooters for baseball on the System. Regardless of what's going on, Mr. Lishawa is always on the job, rooting for the Baltimore and Ohio.

An Appreciation of the Late Dr. John A. Robb

By William H. Ball

Assistant to Superintendent and Chief Clerk, Relief Department

OVER 40 years ago our Company inaugurated a plan for financial aid to disabled employes and the dependents of those who died in its service. This was pioneer welfare work, but its intelligent, tactful and sympathetic administration by able executives and skilled professional men has evolved our present Relief Department, through which $28,000,000 has been paid for disability insurance and death benefits.

It is no inconsiderable honor to have been actively associated with an enterprise of this magnitude from its inception, and to have participated in its service to many thousands of railway employes. This was a distinction enjoyed by the late Dr. John A. Robb, who died at Baltimore, Md., on January 30, 1921, at the age of 62 years, after 39 years of service as a medical examiner in the Relief Department.

In the imagination of the average person, railroad operation, like sea-faring, is highly romantic and spectacular; and to justify this view, one hears and reads almost exclusively of the masterful men who merit praise and deserve emulation for their able management of the traffic flowing through the great arteries of commerce. It does not in any measure diminish our appreciation or admiration of their achievements to emphasize their dependence upon the loyalty, intelligence and skill of the multitudinous subordinates whose constant and efficient service is rendered without expectation of fame; the reward to such men lies in the knowledge that they have contributed to the success of which their chief executives are the better known exponents.

Dr. Robb exemplified these characteristics in every act of his extended railroad career. Loyalty was ever his guiding principle, involving unwavering and implicit adherence to the policies of every department of the Company. As a physician, combining high professional attainments with an unusual capacity for business administration, he rendered invaluable service in his intimate daily contact with the Company's employes, and was exceptionally qualified to minister to those temporarily or permanently withdrawn from active duty by disability or disease. Few men have been accorded so great a measure of respect and confidence by the rank and file.

Dr. Robb was born at Baltimore, Md., on April 1, 1859, his father, John A. Robb, Sr., having been for many years the financial officer, or City Registrar, of Baltimore, Md., associated with the late Ferdinand C. Latrobe, seven times elected Mayor of the Monumental City. After graduation from the public schools, he studied pharmacy, and subsequently entered the Medical School of the University of Maryland, from which he graduated in 1880. This was followed by post graduate work in the Johns Hopkins University at Baltimore. On May 1, 1882, he entered railroad service as a medical examiner in the Relief Association, his initial assignment being in the office of the Superintendent at headquarters. This afforded him opportunities for the acquisition of practical experience in the business administration of the department, which was ever thereafter a valuable asset in the exercise of his duties as a field representative.

Upon the creation of the Philadelphia Division, Dr. Robb was, on May 1, 1888, assigned thereto as the Divisional Medical Examiner, with headquarters at Wilmington, Del. His painstaking administration, affability and close intimacy with the pioneer Baltimore and Ohio men in what was new and undeveloped territory brought to him an esteem and regard which are still manifested by the old guard on that division.

A reorganization of the medical forces of the department resulted in Dr. Robb's transfer to Baltimore in 1902, when he was detailed to make all of the physical examinations of employes in that district. As a specialist in examinations for sight, hearing, and color perception, with particular reference to employes engaged in train operation, he was frequently given special assignments requiring protracted tours of the entire system. In January, 1913, he was transferred to the district embracing the Washington Branch, old Main Line and the Metropolitan and Frederick Branches, with headquarters at Washington, D. C., and was still actively at work on that assignment up to a week preceding his death.

Dr. Robb leaves surviving his widow, Mrs. Jennie A. Robb, a daughter, Mrs. Gertrude R. Cross, and a son, Captain Henry Robb, all of Baltimore, Md.

The writer, who made his entry into railroad life in 1902, as a clerk in the office with Dr. Robb at Baltimore, will ever cherish his memory as an honorable gentleman of the old school, of unimpeachable integrity and an unfailing courtesy and modesty; a man with high aspirations, who lost no opportunity to pass on to the novice such experience as had proven of value; whose capacity for making friends was enviable, and whose death removes from our sphere of activity one of whom it may with truth be said—

"To live in the hearts we leave behind us is not to die."

The Death of "Lou" Smith

THOUSANDS of employes and passengers of the Baltimore and Ohio whose way has taken them past St. Denis, Md., have been attracted by a property lying just alongside and to the west of the track. Here lived for years the subject of this obituary—an ardent horticulturalist, devoted husband and father, loyal employe of the Baltimore and Ohio.

It is almost 7 years ago that the writer first visited Mr. Smith at his home, that home that was such a reflection of the man himself. Cosily tucked under the very shadow of the Railroad in whose service he gave practically all the working years of his



The late Dr. John A. Robb



The late "Lou" Smith

life, the house and the grounds were eloquent evidences of his frugality, his painstaking care, his neighborhood pride, his productivity, his love of the beautiful and particularly of his choice flowers.

For years "Lou" Smith's garden was a show place in the neighborhood, and here he could be found in good weather busy with spade and fork, working, working—unceasingly it seemed, yet always happily—to increase the glory of his roses, peonies and dahlias. Several days before his death, realizing the toll that the months of dieting and medicine for high blood pressure had taken from his constitution, he said to his friend, Stationmaster Adams at Mt. Royal, that he wanted to die in harness. And his wish was granted, for it was in his beloved garden, forking up the ground for Spring planting, that he was stricken with paralysis, March 9. He died the following morning, leaving his widow, two daughters, a son, and a large number of neighbors and friends to mourn him.

The funeral was held from his late residence on March 12. The Rev. William A. Carroll, pastor of the Relay M. E. Church, paid a beautiful tribute to Mr. Smith, and the Veterans' Association of Baltimore sent a delegation, the members of which acted as pallbearers. The tributes of flowers seemed especially profuse, and recalled the many beautiful bouquets which during his lifetime it was Mr. Smith's delight to give to his friends.

Louis Smith was born on Independence Day of 1862 and entered the service of the Company on April 1, 1880, as janitor at Camden Station. From then on for almost 41 years he uninterruptedly was in the service, either at Camden or Mt. Royal Station, his last position being that of night stationmaster at Mt. Royal. He was an intelligent, hard-working employe, who always had the interests of the Company at heart, and his long service record bears only the mark of commendation for courtesies shown to the patrons of the Company whom he served in line of duty.

The Death of George Frederick Oehrl

By John B. Egerton
Transportation Department

THE news of the death of George Frederick Oehrl, formerly an employe of the Transportation Department, Baltimore, filled the hearts of those who were his fellow workers with a great sorrow—the hearts that once overflowed with the joy of his friendship. And the little review of his life, written for the Pensioners' Department of the MAGAZINE, for the purpose of expressing to him and to his family our good wishes for many days of happiness in his home in the sunny lands of Florida, now becomes his obituary.

Born on April 4, 1851, George Frederick Oehrl entered the service of the Company in June, 1871, as messenger, Agent's office, Winchester, Va. I imagine he was then a big, husky, country boy of 20 years, a fourth of whose life had been spent among the scenes of the Civil War in the historic Shenandoah Valley.

Next year we find him an operator at Confluence, Pa. Another year, and he became operator and agent at Casselman, where he remained for 5 years, and then went to Pinkerton for 3 years more. Leaving the service for 9 years, he returned again in May, 1900, as clerk in the office of General Superintendent of Transportation, Baltimore. Here he remained until November 15, 1920, when the Railroad, in recognition of his long and faithful services, placed him among its pensioners. Then Mr. and Mrs. Oehrl went to live in Eustis, Florida, where they had spent many a happy vacation and had long planned for the time when this was to be their home.

As characteristic of the man, your correspondent takes leave to quote from his last letter, addressed (to use his own words) to "My Dear Friends and Fellow Workers of the Transportation Department:

"In leaving after over 20 years of continued service in the Transportation Department, I do so with deep regrets. They would be deep, indeed, if I did not feel that the friendships which I have made in the Baltimore and Ohio, and particularly in the Transportation Department, were not to be continued beyond my years of active service.

"I wish I could express verbally to each one of you just how much I appreciate the testimonials of your friendship which you have given Mrs. Oehrl and myself in leaving. We shall always cherish them as evidence of our continued friendship."

On Friday, March 18, Mr. Oehrl was stricken with paralysis. His death occurred before midnight of the same day. His funeral took place at Eustis, Florida, on the following Sunday. The deep sympathy of all of us, who knew, respected and loved him, is extended to his family.

For ourselves, who are still in harness, the departure of such a fellow worker leaves a void which it will be hard to fill.

You're Gone, But Not Forgotten

By Paul L. Ackler
Clerk, Transportation Department

You're gone, but not forgotten,
You're in our memories still;
We see you now as you used to be,
Tho' grief our hearts doth fill.

You're gone, Old Pal, you're gone,
You've crossed that boundary line,
Leaving us here to mourn you,
And to follow you each in his time.

You've entered the vale of shadows,
Yet to you, it can mean no fear;
Leaving behind you blessed memories
Which each of us holds dear.

Well do we all remember,
When you were with us still;
How much your friendship meant to us,
As we traveled up Life's hill.

You're gone, but not forgotten,
As "Pop" we remember you,
And as a friend of friends to us,
A comrade good and true.

—

The Late John Abel Hunter

By C. H. Moran
Real Estate Agent

AFTER a long illness, John Abel Hunter, for many years in the service of the Baltimore and Ohio Railroad, died at his home in Bel Air, Md., on February 12.

(*Continued on page 46*)



The late George Frederick Oehrl



Clevelanders Entertained by Welfare League of Akron

By H. B. Smith
MAGAZINE Correspondent

THE open-house policy of the Baltimore and Ohio Welfare League of Akron was taken advantage of by a large party of Clevelanders, representing the traffic, operating, transportation, claim and mechanical departments, by a surprise visit to their entertainment and dance on February 29.

We want to say that "OUR BIG FAMILY" was the predominating spirit, and the attendance indicated that operations at Akron Terminal had been suspended so that all could attend. The local performers gave a good account of their talent and their entertainment was greatly enjoyed. The decorations were beautiful, and the Armory was a very appropriate place for the occasion. We wish to compliment the committee for their superb arrangements.

The Welfare Association of Cleveland extends to all employes and their families a welcome invitation to attend their monthly entertainments and promises to give them a good time.

Baltimore and Ohio General Office Duckpin League

THE season 1920-1921, now drawing to a close, has been highly successful even under the many handicaps with which the League has had to contend, and those who gave their untiring efforts to make it so are to be commended.

The final contests between the leaders of the two sections to determine the championship, will be bowled on the evenings of May 10 and 13, on the Regent alleys, the honor going to the team winning four out of seven games.

Organization for 1921-1922 is well advanced. The League will consisit of 20 teams, divided in sections of 10 each. The schedule will begin early in September and run for approximately 30 weeks. Arrangements have been completed for the use of five double alleys at both the Regent and Victoria, and the bowling will alternate, a section using the Regent alleys one week and the Victoria alleys the next.

Careful consideration will be given to the formation of the two sections with a view to apportioning the teams according to ability, so that both will weigh up in proper proportion.

The entire success of the past season is indicative of a most satisfactory future for the League, and everyone connected with it is enthusiastic in the belief that the coming season will surpass any we have had thus far.

All general offices desiring to participate should so indicate by writing C. E. Bortner, secretary, care of superintendent Car Service, Room 1000 General Office Building, for application blanks. These application blanks should be secured, filled in and returned to the secretary promptly, as all organization matters will be completed sometime prior to commencement of the season.

Miss Virginia Ratcliff

MISS VIRGINIA RATCLIFF, pictured on the next page, made her debut as an entertainer in public at the Safety Rally held at the White City Casino, Chicago, on February 4. Although only 14 years old, Miss Ratcliff danced with the precision of one much more mature in years. Her assurance and captivating smile made her dance offering one of the best things on the program at Chicago. Petite and coquettish, she immediately won her way into the hearts of the great throng of spectators and she was recalled several times to repeat her terpsichorean offering. Mrs. B. Ratcliff, stenographer in the office of the General Superintendent of the Baltimore and Ohio Chicago Terminal Railroad, and mother of the dainty Virginia, was as interested in the success of the child as if she herself had been out before the footlights. If Virginia continues to improve at the rate she has been going during the short time she has been taking lessons in dancing, she will soon be giving the redoubtable Fokina, even the incomparable Pavlowa, strong competition for popular favor. The willingness with which Virginia gave her services for the enjoyment of Baltimore and Ohio Chicago Terminal employes and their families, won her many warm friends, who will watch her career with much sympathy and good wishes.

Baltimore and Ohio General Office Duckpin League

Season 1920-1921

STANDING OF TEAMS

Section A

Week Ending March 26—Games Bowled at Carlin's

TEAMS	GAMES PLAYED	WON	LOST	PER CENT.	TOTAL PINS	AVERAGE
General Freight Claim Agent—Team A..	51	43	8	.843	24,696	484.23
Auditor Passenger Receipts—Team A...	51	37	14	.725	24,225	473.04
Auditor Passenger Receipts—Team B....	51	36	15	.706	23,760	465.88
Auditor Merchandise Receipts—Team A.	51	28	23	.549	22,893	448.82
Engineering Department—Team B.....	51	25	26	.490	23,106	454.12
Engineering Department—Team A.....	51	25	26	.490	23,069	452.33
Transportation Department.....	51	24	27	.471	22,665	444.41
General Freight Claim Agent—Team B..	51	23	28	.451	22,642	443.96
Valuation Department—Team A.....	51	23	28	.451	22,167	434.64
Operating Vice-President.....	51	21	30	.412	21,672	424.90
Engineering Department—Team C.....	51	11	40	.216	19,571	383.74
Auditor Passenger Receipts—Team C....	51	10	41	.196	22,588	442.90

Section B

Week Ending March 25—Games Bowled at Hamilton and Aurora Alleys

Adjustment Division.....	48	37	11	.771	22,816	475
Motive Power Department.....	48	27	21	.563	22,550	470
Car Service Department—Team A.....	48	25	23	.521	22,298	465
Auditor Merchandise Receipts—Team D.	48	22	26	.458	22,002	458
Car Service Department—Team B.....	48	18	30	.375	21,371	445
Valuation Department—Team B.....	48	15	33	.313	19,816	413

Have You Heard the "Baltimore and Ohio Grand March"?

THE "Baltimore and Ohio Grand March" is a song that has been written by John Lawrence Walpole, a Mt. Clare shopman.

Mr. Walpole worked for a number of years as crane rigger at Number One Machine Shop, Mt. Clare. Last year he was injured and was sent to the hospital for five weeks. On his return to the shop, he was put on lighter work.

One day one of the Mt. Clare "boys," who knew of Mr. Walpole's fondness for things musical, said to him:

"Look here, Jack, do you know what would make a corking good advertisement for our Railroad?"

"What?" asked our friend "Doc," as he is often called.

"Why, you get your head to work and write up a nice little song about the Railroad. Have it set to music, not only for the piano, but for all musical instruments; then the Mt. Clare Band will have some music to call its own, and you'll be doing a good work for the Railroad as well as for yourself."

So "Doc" put on his thinking cap. He had done such work before, and composing was not new to him. Two other songs which he has written are familiar to a number of our people—"Hark to the Voices of Springtime," which was also filmed for the screen, and "The Lark." In less time than it takes to tell it, "Doc" Walpole had his words and melody written, all ready for Walter A. Shawker to put on the finishing touches.

The music is light and airy, and the words are catchy. Listen to the chorus:

Three cheers for the Royal Dandy,
Hoo-ray for the Royal Blue,
I took my girl last Sunday
And on the train we flew.
So, now, my boys, you take a trip,
No matter where you go,
Just take a trip, a dandy trip,
Down on the B. and O.

The cost of the song, words and music (piano), is 30 cents. Those desiring copies can get them from Mr. Walpole, 1646 Holbrook Street, Baltimore, Md., or from the BALTIMORE AND OHIO MAGAZINE, Mt. Royal Station, Baltimore, Md.

Wealth of Railroad Talent Shown at Lima Safety Rally

By O. L. Wallburg
Chief Clerk to Freight Agent

THE results of the Safety rally at Lima, Ohio, on February 11 are being felt in every office, section, and terminal about town—not only among Railroad employes, but among the citizens of Lima, whose attention was called to the fact that the Baltimore and Ohio is an up-to-date Railroad, which stands ready to handle their business efficiently.

The meeting was held in the Elks' Hall, with an estimated attendance of 1500.

The program opened with a minstrel performance, some of the principals being as follows: Otto and Oscar Koch, end men; Albert W. Morton, waybill clerk, interlocutor; Frank Guinan, engineer, baritone; John Cusack, yard clerk, bass soloist; Marion Wallburg, car record clerk, and Alfred Malloy, shopmen, soloists; Beatrice Blank, stenographer, Freight office, soloist; "Dan" Campbell, Storekeeper's office, and John Cusick, soloists; "Ray" Snyder, solo dancer. Dorothy, the 6-year-old daughter of Conductor "Happy" Day, gave a recitation, "A Little Nigger Baby," and also an exhibition of interpretive dancing.

Other members of the troupe who deserve special credit are: Robert Brown, messenger; D. S. Crayton, truckman; Yard Fireman Williams, Yard Engineer C. H. Towe, Ruth McIlvain, assistant cashier; Nellie Malley, abstract clerk; Edna Black, correction clerk; Menilla Britt, Isabella Gobel, and Paul Bierlein, all of Storekeeper's office; Wilfred Helms, truckman; Mrs. Kluetter, Bernice Wallburg, and Mrs. A. W. Morton. Mrs. A. L. Dempster, wife of Switchman Dempster, assisted in directing the rehearsals and the performance; much credit is due her for her helpful suggestions.

The 25 members of the minstrel troupe were blackfaced; the men wore white coats and dark trousers, the women bungalow aprons and bandanna handkerchiefs.

The rest of the program consisted of the following: Piano solo, Esther Roberts, clerk to trainmaster; piano and violin solos, Alice and Ruth, daughters of Assistant Blacksmith Foreman Pratt; exhibition by A. D. Gans, Safety magician; sketch entitled "The Highland Fling," by about 25 children of Baltimore and Ohio employes, in charge of Mrs. Van Cleve.

Superintendent Mann gave a pleasing address and introduced Superintendent of Safety Broderick, who gave an interesting talk about the work of his department.

Then followed "Bulletin 70," the Safety moving picture, and the best of its kind we have ever seen.

O. L. Wallburg, chief clerk to freight agent and chairman of the entertainment committee, is still receiving congratulations on the success of the entertainment; he, however, places the credit to the individual members of the chorus and to all who took part in the program; their cooperation and support were so cheerfully given that the success of the evening could not but be assured.

Keep the Rails Bright

By Margaret Talbott Stevens

Would you hear the whistles blow?
Would you see the headlights glow?
Would you watch our business grow?
Then keep the rails a-shining.

Move the cars with all your might,
Keep them busy day and night,
From set of sun till morning light,
And keep the rails a-shining.

Every town will trade invite,
On our trains—a pretty sight—
Sing their power and praise their might,
And keep the rails a-shining.

Ah, what a thrill of pride we feel,
On long lines of glistening steel
Burnished bright by racing wheel—
The rails so bright and shining!

Round valleys deep and over hills,
Up the grades and o'er the fills,
Across the bridges, to the mills,
We'll keep the rails a-shining.

For business moves on brightest rails,
In bags and bundles, boxes, bales
And leaves behind its golden trails,
When tracks are bright and shining.



Miss Virginia Ratcliff, daughter of Mrs. B. Ratcliff, stenographer, General Superintendent's office, Baltimore and Ohio C. T., Chicago

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. Graham	Operator	Kanawha Station, W. Va.
J. H. Coulbourn	Passenger Baggagemen	Philadelphia, Pa.
George G. James	Conductor	Baltimore, Md.
John F. Wunner	Clerk	New York, N. Y.

Motive Power Department

L. A. Cather	Machinist	Fairmont, W. Va.
W. D. Lenderking	Plumber	Baltimore, Md.
D. J. Reid	Machinist	East Chicago, Ind.
H. W. Oldenburg	Car Inspector	Cincinnati, Ohio.

Maintenance of Way Department

Ira E. Baker	Section Foreman	Kanawha Station, W. Va.
J. J. Price	Account Clerk	Newark, Ohio.
F. A. Taylor	Master Carpenter	Cumberland, Md.
Henry F. Eggert	Track Foreman	Pleasant Plain, Ohio.

Statement of Pension Feature

Pensions have been granted to the following employes who were honorably retired during the month of February, 1921.

Name	Last Occupation	Department	Division	Years of Service
Caddy, Frank C	Agent and Operator	Conducting Transportation	Toledo	27
Dayton, William F	Engineer	Conducting Transportation	Newark	53
Drumm, Philip A	Mill Machine Hand	Motive Power	Newark	31
Ellis, John M	Train Baggagemaster	Conducting Transportation	Pittsburgh	29
Gore, Joseph N	Carpenter	Maintenance of Way	Baltimore	39
Hardesty, B. L	Conductor	Conducting Transportation	Cumberland	42
Healy, Patrick J	Foreman	Maintenance of Way	All	26
McDermott, Thomas	Conductor	Conducting Transportation	Newark	34
Reid, William	Motorman	Conducting Transportation	Baltimore	50
Rogers, Charles H	Tinner	Motive Power	Newark	32

The payments to pensioned employes constitute a special roll contributed by the Company.

During the calendar year 1920, $342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to January 31, 1921, amount to $4,291,688.10.

The following pensioned employes, after serving the Company faithfully for a number of years, have died:

Name	Last Occupation	Department	Division	Date of Death	Years of Service
Connor, Nicholas	Car Cleaner	Motive Power	Baltimore	February 18, 1921	37
Finley, James H	Yard Clerk	Conducting Transportation	Indiana	February 23, 1921	38
Hunn, Frank S	Machinist Helper	Motive Power	Ohio	*February —, 1921	40
Hyde, Samuel	Machinist	Motive Power	Baltimore	February 25, 1921	31
Jordan, John P	Electrical Engineer	Electrical	Baltimore	February 3, 1921	40
Keyser, Joseph A	Pumper	Conducting Transportation	Cumberland	February 18, 1921	32
Nagel, Charles	Watchman	Conducting Transportation	Chicago Term.	February 14, 1921	15
Ray, Clinton	Trackman	Maintenance of Way	Ohio	February 11, 1921	40
Smith, Samuel	Pumper	Conducting Transportation	Cumberland	January 6, 1921	37
Southworth, George W.	Laborer	Maintenance of Way	Monongah	January 16, 1921	29
Swepton, Daniel	Cabinetmaker	Motive Power	Indiana	February 23, 1921	49
Wells, William I	Engineer	Conducting Transportation	Ohio River	*February —, 1921	41
Wiesenthal, Robert J.	Painter	Motive Power	Baltimore	February 21, 1921	37

*Exact date of death unknown.

Pensioners' Roll of Honor

Oh, blest retirement! friend of life's decline—
Retreat from care that ever must be thine;
How blest is he who crowns, in shades like these,
A youth of labor with an age of ease.

GOLDSMITH—"The Deserted Village"

James A. Hilton

Never Late for Work During 43 Years' Service

James A. Hilton, Baltimore, Md., entered the service of the Railroad on April 1, 1873, at the age of 20 years. He was first employed as carpenter, during the construction of Elevator B, Locust Point; after the completion of the elevator he worked as machinist.

In 1883 he was transferred to Elevator E, Camden Station, holding the same position until that elevator was destroyed by fire in 1907, when he went to work at Elevators B and C, Locust Point. Later he was transferred to Elevator D, as machinist.

On January 1, 1920, his health failed and he was placed on relief until March 1, 1921, when he was granted a pension.

During his 43 years and 11 months of service, Mr. Hilton was never late on a single morning. This is a record to be proud of.

Mr. Hilton says:

"While employed by the Company, I raised three sons and one daughter: George F., civil engineer and draftsman; J. Carroll, commander, U. S. Navy; Alpheus T., civil engineer; Ethel F., who served during the war as yeomanette, first class, U. S. Navy.

"I take this opportunity to thank the Baltimore and Ohio Railroad Company for its kindness to me during my years of service, and for the provisions which have been made for me during these years when I am unable to perform service for them."

Frank C. Caddy

Frank C. Caddy, pensioned agent-operator, was born in Waltham, Mass., on October 9, 1853. In 1859, his parents moved to Xenia, Ohio, where he attended public school until the age of 12, when he left to become a newsboy on the Little Miami Railroad, running between Columbus and Cincinnati and Zenia and Richmond.

Not being quite satisfied with his occupation, Frank gave it up to learn the printing business in the office of the Xenia *Gazette*. After serving his apprenticeship here, he went to Wapella, Ill., learned telegraphy, and served as a "register operator." At that time it was only the older and more experienced operators who could receive messages by sound, and nearly every telegraph office was equipped with registers for the use of the less experienced. Mr. Caddy used a register for about two years, then went to work for the Illinois Central, the Illinois Midland, the Ohio, Mississippi & New Orleans, and the Texas and Pacific Railroads.

While at Monroe, La., he contracted "swamp fever" and was compelled to return north. He went back to Xenia, Ohio, where he married Miss Rosalie Dinsmore, and secured employment with the Pennsylvania Railroad, with which company he worked until 1893, when he came to the C. H. & D. as agent-operator, Wyoming, Ohio. Here he remained until November of last year, when he was granted sick leave.

P. J. Healy

The records of the Engineering Department show that P. J. Healy was born in Ireland in 1854; that he entered the service of the Baltimore and Ohio in 1871 as drill runner. Later he was made foreman at Junction Tunnel, Pittsburgh. When the Baltimore Belt Line was completed Mr. Healy was sent to Bakerstown Tunnel, and later to Harpers Ferry. From then to the time he was pensioned, February 6 this year, he has worked on the Main Line Tunnels.

Thomas P. Douglass

Thomas P. Douglass was born in Rappahannock County, Va., on January 27, 1856. Five years later his father, Parker Douglass, moved to Pittsburgh and engaged in the hotel business. Here the son attended school until January, 1872, when he went to Piedmont and entered the service of the Baltimore and Ohio as machinist apprentice, under A. J. Cromwell, who was then master mechanic.

He continued working for the Baltimore and Ohio for 12 years, then went into the newspaper business with his brother at Keyser, W. Va., editing and publishing the Keyser *Tribune*.

(*Continued on page 44*)



A GROUP OF OUR PENSIONERS

Upper row, left to right: James A. Hilton, Thomas P. Douglass, John T. Marshall, F. C. Caddy, J. H. Carnes. Lower row: Joseph N. Gore, Joseph M. Knopp (right), P. J. Healy

Method for Squaring Walschaert Valve Gear

By W. J. Dixon
Assistant Master Mechanic, Holloway, Ohio

BEFORE attempting to set the valves on a locomotive equipped with the Walschaert gear, check should be made to determine if such parts as reach rod, tumbling shaft arms, radius rod hangers, union links, etc., are of correct dimensions. After the above mentioned parts have been proven and the port openings have been correctly scribed on the valve stem, run engine over catching centers in the usual way.

To determine the changes to make in the gear as based on the tram marks on the valve stem, proceed according to the following method, as illustrated in figure 1:

Assume that lines MN and XY represent the two port marks on the valve stem, and A, B, C, D are the tram measurements from the port marks:

RULE I:

(A+C)—(B+D) divided by 4 = valve rod change.

RULE II:

(A+D)—(B+C) divided by 4 = eccentric rod change at valve stem.

RULE III:

(A+B)—(C+D) divided by 4 = crank arm change at valve stem.

In making the above computations it is understood that the lesser is subtracted from the greater, which might reverse the above combination. For example, to compute the valve rod change we might have (B+D)—(A+C), etc.

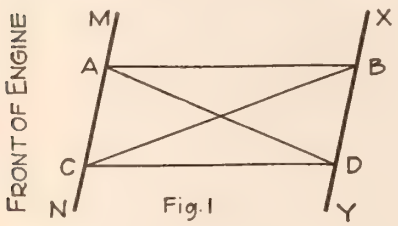


Fig. 1

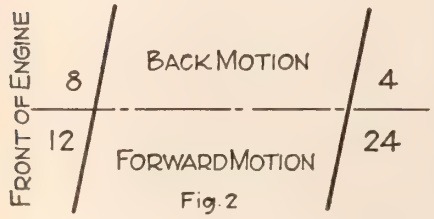


Fig. 2

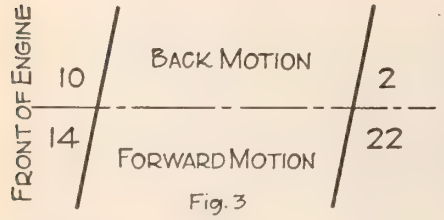


Fig. 3

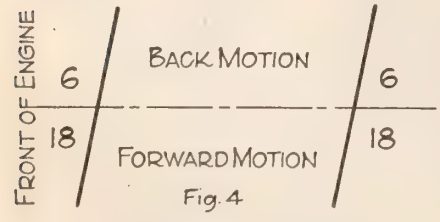


Fig. 4

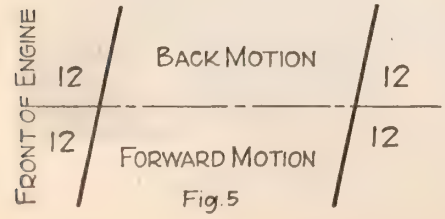


Fig. 5

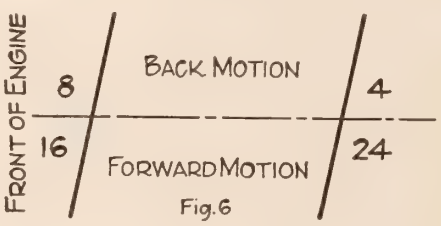


Fig. 6

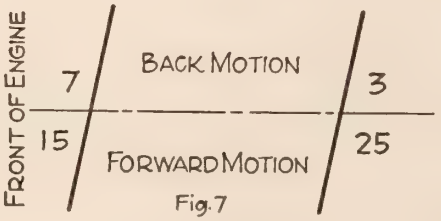


Fig. 7

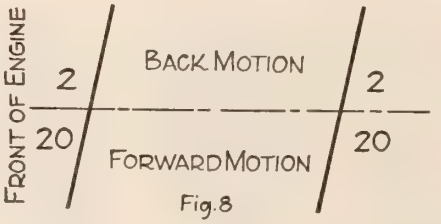


Fig. 8

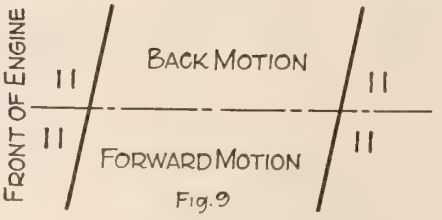


Fig. 9

EXAMPLE I:

Taking a practical example, assume that figure 2 represents the valve stem reading. The numbers indicate the measurements from port marks in thirty-seconds of an inch. The forward motion is shown below the center line, while the back motion appears above.

To obtain valve rod changes:

RULE I:

(4+24)—(8+12) = 8.

8 ÷ 4 = 2.

Therefore, valve rod should be shortened $\frac{2}{32}$" or $\frac{1}{16}$" inch, as there is a direct motion on this part. Making this change gives valve stem reading as shown in figure 3.

Proving the above operations gives the following results:

(10+14)—(2+22) = 0 or no change.

Next, to determine the change in the eccentric rod, take conditions after valve rod alterations have been made, as indicated in figure 3.

RULE II:

(10+22)—(2+14) = 16.

16÷4=4 or $\frac{1}{8}$".

From figure 3 it can be seen that valve should move back $\frac{4}{32}$". Referring to figure 1, this change would take 4 from A and D and at the same time add 4 each to C and B. This would produce reading on valve stem as shown in figure 4.

Proving gives (6+18)—(6+18) = 0.

This shows that no further change is necessary for a balance of figures either for valve rod or eccentric rod. However, the change shown above is result obtained at valve stem. To bring about the change it is necessary to make a greater alteration in the eccentric rod. This is determined by multiplying the valve stem change by a factor determined by dividing the travel of the valve in full gear into the throw of the eccentric arm. For example, travel of valve is 6 inches and throw of eccentric arm is 18 inches, then 18÷6 = 3. Then referring to the $\frac{4}{32}$" used in figure 4, 4 x 3 = $\frac{12}{32}$" or $\frac{3}{8}$" that the eccentric rod should be shortened to obtain results shown in figure 4. In determining whether to lengthen or shorten the eccentric rod to obtain desired results, it should be borne in mind, that when the link block locates at the bottom of the link, a direct motion exists from eccentric crank arm pin to the valve itself. Therefore, lengthening the eccentric rod adds to D and A, figure 1, while B and C is diminished an equal amount. Shortening the rod has an opposite effect throughout.

Referring to figure 4, it will be noted that having made alterations to valve rod and eccentric rod the valve is square in both forward and back motions, but has more lead in forward motion. To correct this proceed as follows:

RULE III:

(18+18)—(6+6) = 24.

24÷4 = 6 or $\frac{3}{16}$" change in lead at valve stem. This would require crank arm changed on main pin sufficient to give $\frac{3}{16}$" more lead in back motion. In doing this $\frac{3}{16}$" lead would automatically be taken from forward motion, producing results shown in figure 5.

EXAMPLE II.

Should the tram marks on valve stem measure up as shown in figure 6, proceed as follows:

Valve rod change:

$(8+16)-(24-4) = (8+16+4)-24 = 4.$

$4 \div 4 = \frac{1}{32}''$ valve rod should be lengthened.

This alteration gives the situation shown in figure 7.

It should be borne in mind that when a tram mark on valve stem shows blind, the measurement is negative and should be so considered when computing change.

Eccentric rod change, figure 7:

$(7+25)-(15-3) = (7+25+3)-15 = 20.$

$20 \div 4 = 5 = \frac{5}{32}''$.

Eccentric rod should be shortened to produce $\frac{5}{32}''$ change on valve stem. Applying this change produces results as shown in figure 8.

Change in lead, figure 8.

$(20+20)-(2+2) = 36.$

$36 \div 4 = 9 = \frac{9}{32}''$.

Crank arm should be moved back on main pin to produce above change on valve stem. Applying this change produces results as shown in figure 9.

Referring to figures 5 and 9 it is seen that the valve has been squared with equal distributions in forward and back motions. By the above outlined method it is possible to prove each operation so that the mechanic may always be sure that he is making correct changes. The three changes may be made in any order; for instance, the eccentric or crank arm alterations may be given consideration first if desired.

Attention is again brought to the first paragraph of this article. In order to obtain satisfactory results the parts mentioned must be perfect. Otherwise it might be possible to obtain correct readings on each valve stem separately and yet not have square valves on the locomotive.

The method explained above is applicable to the Baker Valve Gear; however, it should be borne in mind that the factor used to determine the eccentric rod change always is a constant of 4 regardless of valve travel and throw of eccentric arm.

Captain John C. Long, Master Mechanic, Connellsville Division

MASTER Mechanic John F. Long, captain, United States Engineers during the late war, began railroading at an early age. After serving a regular apprenticeship he accepted a position with the Frisco Railroad as machinist and served this company in the various capacities of assistant foreman, instructor on special appliances, division foreman, general foreman, master mechanic and shop superintendent.

Mr. Long has had many interesting experiences in train operation and maintenance, in handling locomotives in muddy water, alkali water and foamy water districts, and enjoyed the operation of oil burning locomotives. After three years in this capacity he accepted a position as mechanical investigator for a number of supply concerns with headquarters at Chicago, his work carrying him into the principal shops of the United States.

Soon after the opening of the war, Mr. Long entered the United States Engineers as captain. After a short period of training, or rather, as Mr. Long puts it, "brightening up on his former training in the Spanish-American War," he organized Company 365, Casuals, at Camp Merritt, N. J., and proceeded to Le Mans, France. From Havre to Tours and from there to the headquarters of the 35th Engineers at La Rochelle, he was attached to Headquarters Company and assigned to special duty; he remained there only until he was assigned to duty as inspector of equipment built for the United States Government by a private concern at Santes, France; later he was placed in charge of the railroad shop at Nimes, Garde, France, on the Paris, Lyons and Mediterranean Railroad; then he was given charge of the American shop at St. Sulpice, Izon, France.

Mr. Long says he has handled the French, Belgian, German, and has observed the English, Russian and Italian locomotives, but that he is glad to have the all-American locomotive—even the "Mallet."

Captain Long received many interesting letters from French military authorities as well as from members of social organizations in that country, complimenting him on the splendid appearance and behavior of his men, and thanking him for his services. Following is a translation of one of these:

"The General Commanding Arms learns of the early departure of the American Detachment of Nimes. He wishes to express to Captain Long, his officers and non-commissioned officers and soldiers how much their comrades of the French Army and all the people of Nimes will regret their departure.

"The detachment of 35th Engineers has acted particularly well at Nimes. It has never deserved anything but praise for its fine appearance, its excellent spirit, and sentiments of perfect comradeship and keen interest and steadiness in its work.

"The American soldiers have shown how to make themselves beloved by everyone, and when they leave will leave only friends behind them.

"The General feels sure that he is a representative of all soldiers and civilians of Nimes in addressing them warm congratulations for their mode of life during their altogether short visit among them, begging them to accept all their thanks for the services rendered and their best wishes for the future and the expression of their feelings of affectionate friendship.

(Signed) FRONTIER,
Alais, January 16, 1919."
(Gard.)

After the close of the war, Mr. Long spent eight months in Government service at Washington; after the termination of Federal control, he entered the service of the Baltimore and Ohio as maintenance of equipment inspector, Pennsylvania District. He is now master mechanic, Connellsville Division.



Captain John C. Long

Epigrams of W. C. Bowhay

Special Agent, Freight Claim Department

A wooden leg may have its drawbacks but you can travel further on it than you can on a wooden head.

The difference between a typist and a stenographer is that you can dictate to a stenographer before you marry her.

Some men who will not pick up an eraser from the office floor will dig a penny out of a dirty gutter on the street.

Men will fight for what they think they can get and pray for what they know they cannot have.

The old employer who refused to hire a man with brown stains on his fingers now has a grandson who buys his cigarettes by the thousand.

Telephones and prohibition produce 99-99-100 per cent. of the daily output of swear words.

It does not make much difference where you alight after death if every gink who says he is going to Heaven reaches his intended destination.

When the Purity League and Anti-Everything Association gets done with the U. S. A. it will look like something the pup dragged in.

A June bride does not wish for her old job back until she has chased a few soiled socks and handkerchiefs up and down the washboard.



Center—General view of Curtis Bay Pier, showing two mechanical trimmers at work in the S. S. Agwidale

Lower left—Lane-Galloway Mechanical Trimmer, working in the hatch of a vessel



Upper right—Lane-Galloway Mechanical Trimmer throwing coal, 25 tons per minute, 1500 per hour, maximum throw 50 feet. Practically no breakage

(The article describing the Trimmers will be found on page 12 of this issue)

Women's Department

Edited by MARGARET TALBOTT STEVENS

Wishin'

O, it's on the road to Springtime where the winds of April blow,
An' Nature's secrets tellin,' all the grasses whisper low,
An' the Pipes o' Pan are soundin' out an' beckonin' to me
To cross the field o' Springtime where there's gladness, full an' free.

An' it's down the road to Springtime, where the ferns in glad array
Like soldiers tall an' stately spread their swords across the way,
Where pussytoes, all soft an' gray, creep 'round beneath the trees,
An' I'm wishin' I might live with them an' dance there in the breeze.

An' it's down the road to Springtime where I hear the robin sing,
A-sittin' on the Wishin' Gate an' tellin' folks of Spring,
An' his song is full o' joy an' love with ne'er a dream o' care,
An' I'm wishin' I'm a robin when I see him sittin' there.

What Goes Into Your Husband's Dinner Pail?

Fifteen, Ten and Five Dollar Prizes for Housekeepers

HERE is a chance for our women to show us what good housewives they are. If you will tell us what kind of lunches you prepare for your husband, your brother, your father, or your son to take with him to work, you have a chance of winning one of three prizes of $15, $10, and $5, respectively, for the best series of lunch menus to cover the period of six working days.

Inspiration or Indigestion?

Do you ever think what it means to a working man to be well fed? One of our executive officers who used to carry his lunches tells us why he enjoyed them. They were wholesome, attractive, fresh, and well-cooked; moreover, he did not have to depend upon the quality nor the prices of restaurant foods. He knew that his good wife had prepared for him such a lunch as would give a man strength for doing his work and no indigestion; he knew that there would be enough food to satisfy his hunger and that it had been economically prepared. He says there was never any waste in his home. This is indeed a compliment to his wife, and the husband, I am sure, could not help feeling a touch of pride as he opened his dinner pail. Perhaps, as he took a bite of a delicious sandwich or sampled a slice of homemade apple pie, he glanced at his companions—if there were any, or gazed across the green fields and smiled to himself—and said, "My wife is *some* cook!"

What kinds of foods do men like to eat? What kinds of foods ought a healthy man have for his midday meal? Which are the most palatable and digestible articles of food that should go into the dinner pail of the manual laborer or of the brain worker? How do you cook and put up the lunches for your men? What is the average cost of these lunches per day?

These questions, together with any other suggestions which you may have concerning the lunch problem, may be discussed in your paper. It is not necessary to write an extensive theme; just tell us in the way that you would tell your next door neighbor if she were young and inexperienced.

Rules of the Contest

1. Write out a series of menus, one for each working day, or six in all. Add to this any suggestions of your own as to the preparation of lunches.

2. Specify the season of the year for which your menus are suggested, Spring, Summer, Autumn or Winter; also name the occupation of the man for whom these lunches are intended.

3. Three prizes of $15, $10, and $5 will be given for the best, second best, and third best articles submitted.

4. This contest is open to all Railroad women, including the wives, daughters, sisters and mothers of our employes.

5. Write on one side of the sheet only, allowing plenty of space between lines. Do not place any evidence of authorship of the article either on the envelope in which the article is mailed or in the article itself. But with the article enclose a blank envelope containing a slip of paper showing name and address of the writer. The authors of the articles will not be known, even to the judges, until the winning contributions have been decided upon.

6. Spelling, penmanship and punctuation will not be considered by the judges in their decisions.

7. Send your contributions to: Asssociate Editor, BALTIMORE AND OHIO MAGAZINE, Mt. Royal Station, Baltimore, Md.

8. All competing articles must be mailed to the BALTIMORE AND OHIO MAGAZINE, Mt. Royal Station, Baltimore, Md., not later than May 31.

The following points will be considered by the judges:

Wholesomeness of the Foods

Foods must be such as give strength to the body without overfeeding it. If an office worker has eaten a hearty breakfast he does not require a heavy lunch; this would tend to make his brain sluggish, but a man who works hard in the open air can eat and digest much more. Foods must be well-cooked in order to be wholesome. Lunches should be well balanced. An illustration of the values of some of the staple articles of diet is given in an article on the business girl's lunch, in the Women's Department of the October (1920) MAGAZINE. Those who have not copies may obtain them by writing the MAGAZINE Office.

Selection and Arrangement of Foods

In midsummer there are many foods which spoil easily, and which, therefore, it



Mrs. William S. Colvin
Wife of operator, Camp Meade Junction, Md.

would not be advisable to use unless it is possible to keep the lunch in a cool place until noontime. The arrangement of certain foods in a lunch box or pail is important. Lunches must certainly be appetizing in appearance. If blackberry pie runs over the ham sandwiches, the meal will be anything but appetizing.

Economy

There is no economy in purchasing cheap grades of food nor in giving short rations; economy lies in close buying in order to eliminate waste, and careful cooking to see that nothing is burned or not sufficiently cooked. The cost of restaurant service is interesting when comparing the prices paid for a lunch put up at home with that bought at a lunch room.

Helpful Ideas

Perhaps you have some ideas of your own about utilizing "left-overs"; about preparing extra portions of meat, such as liver, sweet-breads, heart, tongue, etc.; about how a lunch should be arranged, the best kind of a container, etc. If you have, then you can be helpful to some of our beginners or, perhaps, awaken the interest of some other person who does not realize how necessary a good lunch is to a working man: this is the big aim of the contest.

Judges of Contest

The judges for the contest will be the wives of some of our own Railroad men. They will be women who are practical housekeepers and who have the reputation of being good lunch providers for their husbands. Their names will be given in the next issue of the MAGAZINE. The winning articles will be published in the MAGAZINE. Success to the woman whose family knows not indigestion!

—

Yes, It's She!

Contributed by Mrs. O. T. Smith
Wife of Track Foreman

Who plans to make your future bright?
Your little wife.
Who cooks to tempt your appetite?
Your little wife.
Who tells her woman friend that you
Are one grand husband, through and through?
Who's the best girl you ever knew?
Your little wife.

Who pats your cheek when you get home?
Your little wife.
Who smoothes the thin hair on your dome?
Your little wife.
Who looks at you, her brown eyes clear?
And snuggles to you extra near?
And says, "It's pay day, ain't it, dear?"
Your little wife.

"I Haven't Any Word-Sign for Dar-r-r-ling"

DOROTHY and Lillian were on their way to New York to attend a dance. Dorothy was a little butterfly, who imagined herself very deeply in love. Lillian was a sensible little stenographer-to-be.

"Oh," yawned Lillian, "I must get busy. I promised Dad that I'd practice my shorthand all the way to New York if he would let me take this trip. Come, dictate something to me."

"I promised Dick that I'd wire him the minute I get in New York, just to let him know that I arrived," said Dorothy.

"Just as if the train had a notion to change its destination," commented Lillian.

"Oh, but you don't understand; you've never been in love."

"No, and just at present I prefer shorthand. By the way, did you study the Pitman system? Did you have a 'shun hook' or a loop?"

"O, I've forgotten. I do hope Dick will be in his office when the telegram arrives, for he'll be so-o-o worried until he hears from me."

"Say, Dot, forget Dick for a minute, will you? Please dictate something to me. Here, I've just started reading this story. Read it to me and see how fast I can take it."

"I don't feel like reading, I only want to [illegible] ter?"

"Good! Let's begin," said Lillian, taking a silver pencil from a chain around her neck.

"Why," began Dorothy, "you may say 'Dear loving and devoted—' "

Bang! went the notebook on the floor and Lillian's foot hit Dorothy's chair. "There!" exclaimed the stenographer-to-be, "I haven't any word-sign in *my* vocabulary for *dar-r-r-ling* and *devo-o-o-o-ted*. Dream on, love-sick soul, I'll see you when we get to New York. Meanwhile, I'll finish my story."

And she turned her chair around, picked up the magazine, and began to read. But Dorothy didn't mind. She simply gazed out of the window at the beautiful sky and the lovely trees and the "green grass that grew all around."

Dear Women Readers:

"I like to read the Women's Department," said a girl to me, "and I wish I knew how to write something for its pages, but O, I'll never be able to do it. You know, I'm not one bit enthusiastic about my work, and I couldn't say enough about it to fill two good lines. It's terrible to feel that way about your work, isn't it?"

It is. I agreed with her; it's a terrible way to feel about your work, but is it really necessary? If we are not interested in what we are doing, and if we can't cultivate an enthusiasm, we'd better drop it and take up something that we are interested in. If our work is not interesting to us, it can never be worth while; if we don't like it, we're not going to put our hearts into it; if we can't put our hearts into it, we are doing ourselves as well as our employers an injury; we're losing good, precious time.

I'd rather be a good washerwoman, who has a line full of the whitest clothes in the block, than to be a disinterested, discontented clerk.

As a washerwoman, I *would* have something to be proud of in spite of the humble job, but as a poor clerk I'd have to be ashamed of my work. Pride engenders self-respect, and self-respect is the backbone of right living.

Some people can cultivate an enthusiasm for anything. A girl whom I always admired for her happy disposition was married several years ago. Yesterday she called me on the telephone.

"John has gone into business for himself!" she told me joyfully, "and he's just as busy as he can be!" she added.

"Splendid! I'm glad to hear it," I told her, "what kind of work is it?"

"He's head of a ladies' hairdressing parlor," she said, "and it's awfully profitable. Can't you come out to dinner tonight? One of the manicurists is coming around to sing for us, and I'm sure that you'll enjoy it!"

Not a business that I would be wild about. Yet honorable enough and solely a matter of taste. The point is that this girl knows how to stimulate enthusiasm in her proposition.

Yours sincerely,

Margaret Talbott Stevens

[illegible].

Well-Groomed Women Will Need These Frocks in Their Wardrobes

Plain and Novelty Cottons in Smart Demand—Sombre Tones Enlivened with Bright Trimmings—Drawn Work and Hemstitching Appropriate for Simple Models

By Maude Hall

A NEW and interesting display of cotton frocks designed far in advance of the time of wearing, not only shows the well-groomed woman what she will need for the coming season's wardrobe, but gives her time to reproduce the original models.

Many novelties are featured in cotton materials. Those in plain colors are characterized by exquisite shadings, while those with figures introduce the most unexpected shapes and designs. Among the latest voiles richly toned printed motifs are represented; these are used for hats as well as costumes, so that a striking ensemble may be achieved by having hat and frock of the same material.

Sprawling patterns combining polka dots and irregular lines are also effective in voiles. One of the advance models fashioned in this fabric is in straight line effect, closing on the left shoulder and under the left arm. There are tucks on the shoulders which are released at the bust-line to supply a fulness which is caught in again at the waist with a girdle of self-material. The neck may be finished with drawnwork or hemstitching, with this form of decoration repeated on the sleeve. There is no more appropriate trimming for soft cotton fabrics than hemstitching or drawnwork, for it is possible to emphasize the effectiveness of either by the use of threads that contrast in color with the tones of the dress.



As popular as the voiles are organdies, which, in dark tones, look exceedingly smart enlivened with touches of gay color.

Black organdy is used to fashion another pretty frock, which has a white collar and vest. Sheer linen is used for these accessories and it is lined with tangerine organdy. The dress slips on over the head, but has a front-closing underbody as a foundation for the waist. For Summer, or, in fact, for any season, it is well to make the underbody of coarse net. It is strong, wears well, and never causes discomfort. Besides, being light, it adds nothing to the bulk of a dress.



In a group of very choice models one finds a white organdy frock in one-piece effect, with a black taffeta belt and bias folds of the silk on the collar and cuffs and along the edges of the tunic. The tunic, by the way, is dropped to the hip-line and falls a few inches below the skirt of the dress. The waist has an open front to disclose a vest of self-material. The upper edge of the vest may be hemstitched with black thread, if desired.

A pretty dress made up of white swiss with polka dots in turquoise blue has the skirt trimmed with three deep flounces. The blouse has a V-shaped neck which is finished with a long collar of soft white batiste. The girdle corresponds with the collar.



Alluring in Satin

THIS model makes up gracefully and alluringly in satin. There is a new dark green called Derry that is generally becoming. The two-piece gathered skirt is attached to the long-waisted blouse under a belt of green and black satin brocade. Deep flare cuffs attached to the kimono sleeves make the dress adaptable to general wear, developed in serge or trico-

tine. Medium size requires 3 yards 48-inch material, or 3½ yards 40-inch satin.

Pictorial Review DRESS No. 9268. Sizes 34 to 42 inches bust. Price, 35 cents.

Of August Simplicity

DARK blue crepe meteor emphasizes the simplicity of this straight line frock. The gathered skirt is attached to a long-waisted blouse with square neck and short sleeves. The important decorative detail is a soft sash of blue satin lined with tangerine crepe. There is a kimono underblouse which may be worn independent of the plastron front. Medium size requires 4 yards 36-inch material, with 2½ yards ribbon.

Pictorial Review DRESS No. 9000. Sizes 34 to 46 inches bust. Price, 35 cents.

DRESS No. 9354. Sizes 34 to 46 inches. bust. Price, 35 cents.

BLOUSE No. 9345. Sizes 34 to 48 inches bust. Price, 35 cents.

SKIRT No. 8295. Sizes 24 to 36 inches waist. Price, 20 cents.

BLOUSE No. 9366. Sizes 34 to 46 inches bust. Price, 35 cents.

SKIRT No. 9360. Sizes 24 to 34 inches waist. Price, 35 cents.

BLOUSE No. 9361. Sizes 34 to 46 inches bust. Price, 35 cents.

SKIRT No. 8295. Sizes 24 to 36 inches waist. Price, 20 cents.

JACKET No. 9375. Sizes 34 to 46 inches bust. Price, 35 cents.

SKIRT No. 8880. Sizes 24 to 38 inches waist. Price, 25 cents.

DRESS No. 9359. Sizes 34 to 50 inches bust. Price, 35 cents.

WOMEN READERS!

You can get any pattern here shown by filling out the following coupon, clipping and enclosing with price shown (stamps, check or money order) in envelope addressed "Baltimore and Ohio Magazine, Mount Royal Station, Baltimore, Md."

Try our pattern service—five days from day you mail order to day you get pattern.

Name .....
Street .....
City .....State.....
Size.....
Send pattern number.....

Child's Play Dress in Kimono Style with Side-Closing Rompers for the Home Dressmaker

A PRACTICAL little play dress for kiddies between the ages of one and four years forms the subject of today's dressmaking lesson. It is in slip-on kimono style and closes at the back. A circular band of self-material trims the round neck. With the dress come bloomers which close at the sides, each side being gathered to a straight band. Medium size requires 2⅝ yards 36-inch material.

Because of the width of the bloomer section of the pattern, it will be necessary to place the material in open width on the sewing table for cutting. There should be a double-ply of material, right sides facing. After provision has been made for the bloomers, there will be material left for the laps, bands and pockets.

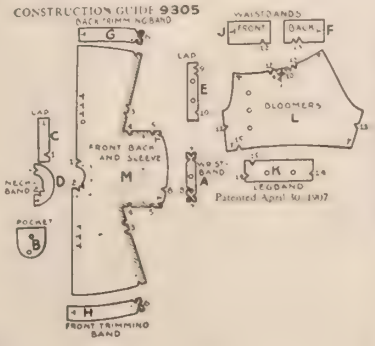
To make the dress, slash through the fold at center-back, from upper edge to the large "O" perforation. Adjust neckband to position with center-fronts, back edges and notches even. Sew lap C to slashed edge at back of dress and to neck band as notched. Take up a ⅜-inch seam at upper edges of slash and graduate into nothing at lower edge. Take up a ⅜-inch seam in lap. Fold lap through the center and fell the remaining edge over the seam. Close under-arm and sleeve seam as notched. Close side seam of trimming bands G and H as notched and sew to lower edge of dress, with center-fronts, center-backs, seams and lower edges even. Lap right back edge of dress on left width of the lap and finish for closing. Trim lower edge of sleeve with a straight band of material 1¼-inch wide when finished. Turn pocket at upper edge and adjust to position.

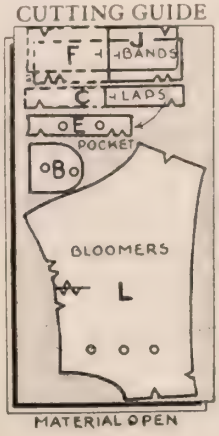
The front of the bloomers is indicated by large "O" perforation. Sew lap E to slashed edges, matching single and double notches. Take up ⅜-inch seams at upper edges of slash and graduate into nothing at lower edge. Take up ⅜-inch seam in lap. Fold lap through the center and fell the remaining edge over the seam. Turn lap underneath front of bloomers and tack upper edge to position, permitting the back lap to extend. Close leg seam as notched. Close center seam of bloomers between "T" perforations. Sew waist bands to upper edges of bloomers, as notched. Fold waistbands through the centers and fell the remaining edges over the seams. Work a button hole near end of front waistband and sew a button on back waistband to correspond, for closing. Close seam of legband as notched. Sew legband to lower edge of bloomers as notched, with seams even. Fold band through the center and fell the remaining edge over the seam.

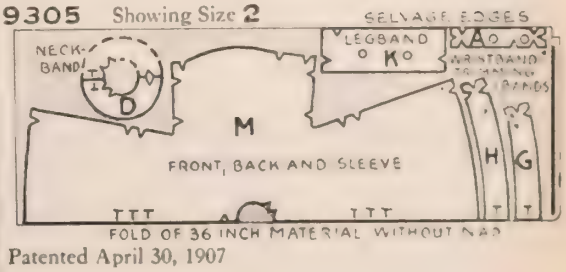
CHILD'S PLAY DRESS No. 9305. Sizes 1 to 4 years. Price, 30 cents.



9305



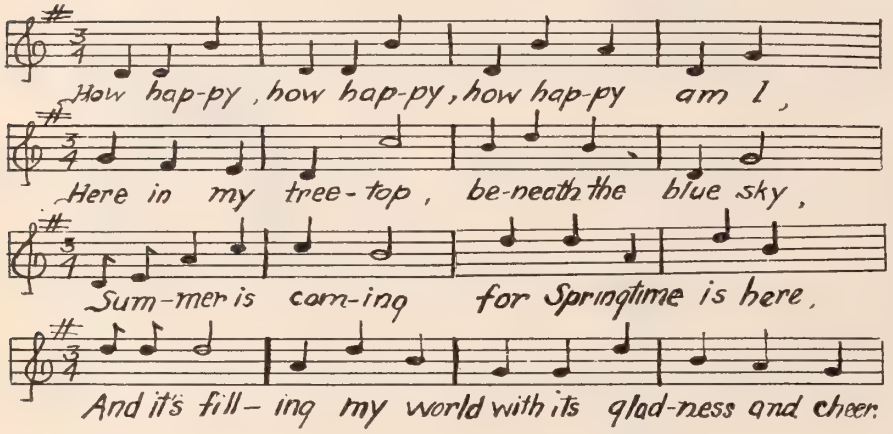




Patented April 30, 1907



Song Of The Robin



How happy, how happy, how happy am I,
Our little birdies will soon learn to fly.
Some day to Southland we'll fly far away,
And 'tis there we'll be happy for many a day.

How happy, how happy, how happy am I,
Swinging and singing in branches so high,
Close by my side sits my dame on her nest,
O, the children all love us and nonewill molest.

The Farmers and the Birds

By Catherine Kelley
Roland Park, Baltimore, Md.

IT WAS Springtime. The birds were singing merrily as they built their nests.

But the farmers were angry. They did not want the birds to eat the corn in the fields and the cherries on the trees. They said that all of the birds must be killed.

But the birds had one friend. This friend stood up before the farmers and said:

"Think of your woods and fields without birds! Who will drive the worms from your fields and gardens? The birds pay you well for the grain and the cherries that they eat. What will you do without their sweet music?

The farmers only laughed and would not listen to the friend. They sent men and boys into the fields and woods to kill the birds. The little ones were left to die in their nests.

When Summer came there was not a bird to be seen. Hundreds of worms ate everything that grew in the gardens and fields.

When Autumn came there were no red and yellow leaves on the trees. The branches were dry and brown.

Then the farmers were sorry. The next Spring they sent a man away to bring the birds from all of the country around.

One day the man drove a wagon, covered with green branches, into the village. Cages filled with singing birds hung upon these branches.

The farmers opened the doors of the cages and the birds flew out.

Once more the woods and fields were filled with sweet music.

Little Birdie

By Dorothea Taxis
Baltimore, Md.

Little birdie, will you look
At the pretty running brook,
And the lovely flowers
Of the pleasant summer hours?

Little birdie, will you sing
Of the Spring,
And of the nest
Where you rest?

Little birdie, will you love
Like a dove
The pleasant summer hours?

The Birdie

By Esther V. Righter
Roslyn, Md.

A little bird sat upon a tree one day. While he sat there a strange thing happened.

He was singing with all his might when a boy came along.

"Why do you sit so still, little bird?" he asked.

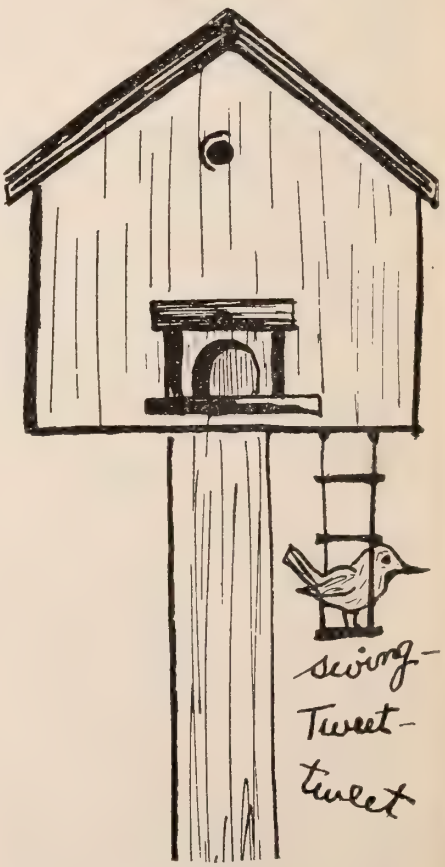
The bird never answered him, but went on singing his little song. The boy went away.

By and by, the birdie finished his song and flew away. No sooner had he gone than the boy came back, and what do you suppose he had with him? A bow and arrow. He looked for the birdie but the birdie was nowhere to be seen, for he had flown away to his nest. The boy found him and was just going to shoot, but the bird flew away.

How to Build a Bird House

By Harold Dunkerly
Dorsey, Md.

Get some thin boards. Cut two sides of the roof, each 1 foot long and 1 foot wide. Make the sides 1 foot long and 10 inches high. Then cut out the bottom, 1 foot 4 inches long and of the same width. The edge of this will extend beyond the sides, front and back of the house to form a porch for the birds to walk about on, and it will catch any of the young birds if they should happen to roll out of bed. You can run a little railing around it,



Drawn by Melvin Dunkerley, Dorsey, Md.

if you wish, but do not fix it on so that it will catch water. It is best to start building the sides first. Nail on or dove-tail the front and back, which are each 10 inches high, to the edge of the roof and 6 inches more that go up into a peak under the roof —1 foot 4 inches altogether. Add the roof, whose edges will overlap the sides and form eaves. Be sure that everything is good and tight, for we don't want the birds to get wet. If the house is for wrens, make the doorway very small so that the larger birds cannot get in and chase the wrens out. Finish off the house with a little swing.

A little porch roof may be built over the doorway, if you wish it to look like a real house. This will also protect the doorway from heavy rains.

Dear Girls and Boys:

Aren't you glad that it's Springtime?

One day in March as I was going home from the office, a little girl, no larger than Catherine Kelley's little sister, ran up the street to meet me.

"I know something! I know something! It's a secret!" she shouted happily as she seized my hand. "Let me tell you in your ear."

I bent low to hear it.

"The bluebirds are here," she whispered, "I saw one in the country today."

And then both of us were so happy that we had to go home and tell everybody about it.

How do you like our Bird Page? Why, there were so many nice things to put on it that there wasn't room for a long story. But I am sure that you will enjoy reading the stories from our own little girls and boys. They are just splendid.

Now for the June Page! What shall it be? Guess—one-two-three—Why, flowers, of course! Isn't June the month when the roses, the daisies, the honeysuckle, and all the sweetest flowers bloom? So, remember, when you write your letters for June, tell me all of the things that you know about flowers. If you have a picture of yourself taken among the flowers, let me have that, too. Send your letters before May 5, and I know that we'll have a beautiful page.

With love,

Aunt Mary

P. S.—Send your letters to Aunt Mary, BALTIMORE AND OHIO MAGAZINE, Mt. Royal Station, Baltimore, Md.

The One He Loved Best

An Atlanta husband, having offended, came home the evening of the quarrel with a parcel under his arm.

"Darling," he said to his wife, "look here. I've got something here for the person I love best in all the world."

She came forward with a shrug.

"Humph! What is it?" she asked. "A box of cigars?"—*Thermoid News.*

Little Letters From Little People

FIRST on out list for this month comes Catherine Kelley, who has written us such a delightful story about the farmers and the birds, and right along with the story is a picture of Catherine herself. Catherine is 12 years old and her sister Margaret is 8. They live at Roland Park. Wouldn't you like to know them? They have a brother who works for the Railroad.

Next comes Marguerite McDonald, whose father is a signal maintainer at Richmond, Staten Island. She drew a pretty picture of a little Dutch boy and girl with a goose and some boats.

Gale Schachte lives at Mt. Pleasant, Pa. She says: "I am 9 years old and in the fourth grade. I have two pets. I bet you can't guess what they are. They are two banty chickens. I call them "Dick" and "Biddy." They eat from my hands. I think very much of them. My daddy has worked for the Baltimore and Ohio for about 25 years. He is a brakeman and a member of the Safety Committee. His name is Anthony Schachte."

Would you like to read a pretty little story? Then read Esther Righter's story about the birdie. Esther lives at Roslyn, Md. She knows the robin, the cardinal, and the bluebird, the woodpecker and the sparrow. She says: "Boys and girls can help birds by throwing threads and pieces of wool on the ground to help them make their nests."

James Sampselle, Washington, D. C., wrote another nice letter. He is only 5 years old, but he knows how to use the typewriter. Isn't that splendid? He drew a picture of a village with a train pulling in, a threashing machine, fields, a barn, and almost everything that you can find on a farm.

Ella Beckman, 326 Patapsco Avenue, Baltimore, has drawn a picture of a Mack Sennett beauty, which we are going to show you on our Vacation Page in the Summer. She is going to draw us something for the Circus Page, too.

Ruby Smith lives at Gaithersburg, Md. Her father has worked for the Company for 19 years. She has a little sister named Frances, and they both like to read the Children's Page. She is in the fourth grade. Her teacher is Miss Mitchell, who reads pretty stories to the pupils.

Ruth Keneally, Baltimore, loves flowers. Some Saturday afternoon she is going out with Aunt Mary to look for wild flowers. She is 10 years old and her grandfather is foreman of the Wicomico Lumber Yard in Baltimore, and a veteran in the service of the Company.

Fannie Keith lives in Baltimore, too. She sent a doll, all drawn and cut out. Fannie is 9 years old. Her grandpa was a Baltimore and Ohio conductor for 42 years. She likes to read the Children's Page.

Dorothea Taxis wrote again and said how much she liked Myra Gill's story of the terrapin. Myra will certainly have to write is another story. Don't forget to read Dorothea's poem.

Kathryn Hadden was the first little girl to write to me from the Cleveland Division. She is 9 years old and lives at Dover, Ohio. Her daddy works for the Baltimore and Ohio. She likes the stories on the Children's Page.



SOME OF OUR LITTLE PEOPLE

Top: Ida Smith's little sister Selina. Left: Catherine Kelley, who wrote "The Farmers and the Birds," and her little sister Margaret. Right: Louise Fankhanel, granddaughter of Mrs. Sagle, matron, Camden Station. Lower picture: Edward James, Jr., son of E. J. Sullivan, conductor, Shenandoah Division

Here you see a picture of Louise Fankhanel. She is the granddaughter of Mrs. Louise Sagle, matron, Camden Station. She is 8 years old. Her great grand-father was "Uncle Joe" Sagle, an engineer of 50 years' service on the Baltimore and Ohio. Louise lives at Ridgefield, N. J.

Now, last but not least, come our little friends from Dorsey, Md. You have already met Ida Smith, but here is Ida Smith's little sister, Selina. Selina and her mother and daddy and all the family went to the Veterans' picnic at Brandywine last summer, and she just had the time of her life. Louise Perry is another little Dorsey girl who has written us a poem about the games the children play at school, and another about her teacher. You will read these in the September number of the MAGAZINE. We're going to have a School Page then. I am sure that Louise could tell us a lot about flowers for our June number, for her daddy is a florist and has just lots and lots of beautiful flowers that grow in glass houses. Harold Dunkerley is the boy who tells us how to build a bird house. Thank you, Harold. His brother drew the picture that goes with the story. Isn't that a funny little bird in the swing.

Thomas P. Douglass

(*Continued from page 33*)

In June, 1900, he returned to the service of the Baltimore and Ohio as machinist at Cumberland.

Mr. Douglass married Miss Mary Long of Virginia. They have three sons: Parker, a salesman for Eckert and Meyers, tobacco wholesalers; Paul, who is connected with the American Express Company; Russell, Baltimore and Ohio machinist.

Mr. and Mrs. Douglass are now living on Virginia Avenue, Cumberland, Md.

Effective March 1, this year, Mr. Douglass was transferred to the Pension Roll.

J. H. Carnes

J. H. Carnes, pensioned engineer, was retired on August 25, 1920, his 65th birthday.

Mr. Carnes was born in Louden County, Va. In December, 1865, his mother moved to Newburg, W. Va., and in March, four years later, Mr. Carnes went to work for the Company as grease wiper. Two years later he was promoted to machinist helper. This position he held until September, 1879. He secured a position as fireman later in the same year, following his work to Rowlesburg, where he now resides.

On October 6, 1882, he was promoted to engineer. He has been in continuous service of the Company for 51 years, and has tried at all times to give the best possible service to the Railroad.

Mr. Carnes is a member of the B. of L. E., Chapter No. 437, Cumberland, Md. Those who see him on the street would not think of him as being retired because of his age; he is lively and happy, and his robust appearance and good health are in keeping with his sunshiny disposition and good fellowship.

Joseph N. Gore

Joseph N. Gore was born on November 3, 1852, at Winchester, Va. About 1862 he moved to Harpers Ferry, then to Charles-Town, where he worked for a sash factory. He came to Baltimore in 1878 and began work as elevator carpenter for the Baltimore and Ohio, continuing in this work until pensioned.

John T. Marshall

Born in Baltimore, Md., on March 13, 1855, John T. Marshall began work with the Baltimore and Ohio in the lumber yard office at Mt. Clare in September, 1870. In June, 1872, he was sent to the foundry to learn his trade as iron moulder. Here he served until four years later, when he went to work in the foundry at Mt. Clare. When furloughed there in 1877, he went to Locust Point, where he worked as blacksmith until later in the year, when he was transferred back to Mt. Clare. Later he returned to Locust Point and worked until 1913, when he became crossing watchman on the Washington Road. From here he was transferred to the Storekeeper's Department, Locust Point, where he remained until November 5, 1919, when he was pensioned because of eye trouble.

H. M. Creak

H. M. Creak, pensioned engineer, Cumberland Division, was born in Preston County, W. Va., on January 2, 1855. He attended school near Terra Alta. He tells us that he first entered the service of the Baltimore and Ohio at Newburg on September 2, 1871, as grease wiper; that he resigned in 1879, and re-entered the service in 1881 as fireman, running between Keyser and Grafton.

He was promoted to engineer at Martinsburg in 1888. In July of the same year he resigned and went to the Pacific Coast, returning to Martinsburg a month later. Here he was re-employed and remained in service until his retirement on March 15, this year.

Joseph M. Knopp

The photograph on page 33 is of Joseph M. Knopp, one of our pensioners who has been spending a few months in Jacksonville, Fla. He and his two friends are displaying one of their famous "catches." The picture was taken on a boat returning from the Gulf. Mr. Knopp is standing at the right.

Joseph Knopp was born on November 17, 1847, and began his career with the Company in 1871 as fireman, Cincinnati, Ohio. In 1875 he was made engineer, in 1891 passenger engineer. During the next year he lost several months because of illness, but returned in June to his old job, which he held until he was pensioned, November 14, 1914.

Navy Football Men Like Our "Training Table"

ROOM 2302, NAVAL ACADEMY,
ANNAPOLIS, MD., November 30, 1920.

MR. E. V. BAUGH,
Superintendent Dining Cars,
Baltimore, Md.

Dear Sir—The Manager of the Navy football team on behalf of the Navy football squad wishes to express his appreciation for the wonderful service rendered on special trains which carried the Navy football team from Baltimore to New York and return.

This service was made possible thru the efforts of Inspector Joseph J. Reiser, Dining Car Stewards "Dan" Marks, Car 1025, and J. F. Halshouser, Car 1030, and in fact the entire force connected with us.

I am assured that the future trips of the Navy football squad will be on the Baltimore and Ohio Railroad.

Sincerely yours,

(Signed) SIDNEY WRIGHT HARVEY,
Manager football, Navy.

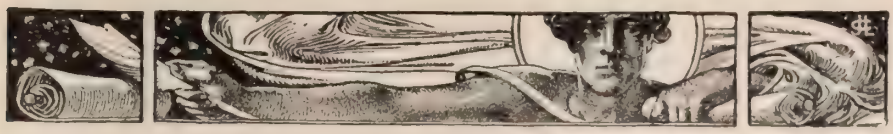
Train Baggageman W. H. May Commended

WE ARE glad to quote extract from letter of Mr. R. I. Pile, proprietor of the I. X. L. Creamery, Friedens, Pa., commending Train Baggageman W. H. May on train 51, between Rockwood and Johnstown, on which the milk shipments for that branch are handled, viz.:

"I wish to call attention to the efficient manner in which your local baggageman, Mr. May, handles milk and cream shipments. Attention is called by him to any errors in shipments and billing, immediately when such occur, instead of allowing customers receiving such shipments to direct attention to same at end of month, when it is difficult to check up an error. Shipments in his care always receive the best of attention."

General Baggage and Milk Agent Dugan appreciates the interest of such employes, who are most inportant factors in holding and increasing our share of the milk carrying business.

You can't run a railroad without traffic any more than you can fire a boiler without fuel



Safety Roll of Honor

Baltimore Division

How truly "Bread cast upon the waters will return after many days," is illustrated in the following token of appreciation for something that happened about two years ago:

March 1, 1921.

Division—Baltimore,
Entry Number 2119-B,
J. T. MATHEWS, foreman, Washington, D. C.

Dear Sir—The following entry has been made on your service record:

"1-21-19—Washington—Sometime around the first of January he assisted Company's patron in shipping an automobile and some household furniture from Washington to Cincinnati. Handled matter with such courtesy that Company patron states 'what might have been an unpleasant task on my part proved a pleasure.' "

Mr. Mathews for his action in this respect is commended. File 2576.

(Signed) R. B. WHITE,
Superintendent.

On February 11, while Agent C. E. Whipp Lime Kiln, Md., was on his way home from work, he found a broken rail on westbound track at target pole, Adamstown Junction, Section 58. Rail was reported to the section foreman through the operator and repairs were made to the track.

On February 12, Operator J. F. Elste Poplar, Md., observed broken arch bar on Baltimore and Ohio 223206 in train of extra east engine 4521. Train was flagged and stopped just east of tower the in time to avert accident as it was necessary to call rigging outfit to get car clear of main track. Operator Elste has been commended for his quick action.

Cumberland Division

On February 26, C. M. Clark, car inspector, found broken rail on the eastbound track, east of "Z" Tower. He reported this at once, knowing the possibility of a train being due at any moment. Mr. Clark is commended.

During the past month the following irregularities were noted by operators and prompt action taken for correction:

Brake rigging down	1
Wheels sliding	1
Broken spring hanger, car set off	1
Flat wheel, car set off	1
Unsafe condition	1
Extinguishing fire	1
Total	6

On February 26, Trackwalker Frank Seeders, Section 24-A, who lives about one-quarter mile from the railroad at Dans Run, W. Va., heard a train going west making an unusual noise. As all men were off on that day, he went to investigate. He found a broken rail, went out to flag and protect track, and notified Foreman J. F. Kellar, who had repairs made.

Connellsville Division

On the afternoon of February 14, Bridge Inspector Walter H. Cottom, while on his way from Morgantown to Uffington, discovered a broken rail on outside of curve, 200 feet west of lock No. 11. He immediately notified the proper authorities to have repairs promptly made. Mr. Cottman has been commended for his prompt action.

On March 17, when Operator D. E. Hartzell, of Wilson Creek, went to handle his switches at that point, he found a flange; having been over the ground prior to this time he knew the flange was lost from extra east engine 7145, which had just passed his station. He immediately got in touch with Operator P. E. Hauger at Rockwood. Operator Hauger immediately left his office, went up over a hill and across the branch wye and running track, delivered instructions to the conductor and had the train stopped and the car with the broken flange set off. The alterness and prompt action of both Operators Hauger and Hartzell probably averted an accident, and they have both been commended for the interest they displayed in the Company's welfare on date in question.

Ohio River Division

On February 15, while extra 1353, east, was passing Glenwood, W. Va., Agent-Operator G. T. Brown noticed brake rigging dragging under eighth car from caboose. He notified conductor and train dispatcher. Train was stopped and brake rigging taken down.

This observance on the part of Agent Brown is commendable. Suitable notation will be made on his service record.

Charleston Division

Mr. Clayton Vance, who lives near Charleston, W. Va., was recently walking along the railroad track at Mile Post 1, when he found some large rocks on the track. Knowing that passenger train No. 37 was about due, he turned and walked back, flagged the train and advised the crew of the obstruction. The superintendent has written a personal letter to Mr. Vance expressing his appreciation of his action.

On March 2, Mr. Lee Skinner, Orlando, found a piece of broken wheel about eight inches long just north of Orlando Depot. He took it to the station and turned it over to Operator Griffin. A check was made and it was found that last train passing there was extra 2885, north. Conductor Robinson, in charge, was caught by wire, stopped his train and on examination found that a piece of tread of wheel on a load of coal had broken out. Car was set out for repairs. The superintendent has written Mr. Skinner a letter of appreciation. His action probably saved a derailment.

While extra 1228-1232 was passing Erbacon, Agent T. J. Thomas noticed a car with brake rigging down. He ran after train, stopped it, and had repairs made. He has been commended.

Conductor Lemaster, while passing Chapelle noted that switch lock was unlocked and lying on head block. He stopped train and made repairs, locking the switch. For this action he has been commended.

Conductor D. T. Foy, while in a siding with his train, noted bent axle on coach 2045, passing on passenger train. He reported it at once by wire. Examination showed his report to be correct. He has been commended for his watchfulness.

Conductor R. R. Mills has been commended for his interest in avoiding freight claims in the handling of local trains.

The following engineers have been commended for making a fuel performance of over 100 per cent. in January:

W. T. Spencer, who heads the list twice in succession; W. A. Stalnaker, S. H. Haymond, B. H. Griffin, L. R. Shomo, A. F. Vorholt, J. A. Dougherty, A. B. Nicholas, C. W. Gum, J. Ankrum, J. H. Stalnaker, W. T. Morgan, W. J. Johnson.

Newark Division

On February 27, Brakeman F. L. Durkin, train third 95, discovered broken arch bar under car in train at Shelby Junction. He took prompt action to have train stopped and car set out before any damage was done. He has been commended for his watchfulness and prompt action.

On February 24, Operator O. W. Varner, Bridgeville, Ohio, discovered a broken rail while on his way to work. He took prompt action to notify the dispatcher and to have the location protected until repairs were made. This is the fifth instance in which Mr. Varner has discovered and reported broken rails, and he has been especially commended for this vigilance. Notation has been placed on his record.

On February 12, Joint Operator E. E. Withrow, Shelby Junction, Ohio, while delivering orders to train 98 at that point, observed something dragging under train, called to conductor, and by the time the train had stopped the car had derailed, but before any particular damage occurred. Mr. Withrow has been commended for his alertness and prompt action.

New Castle Division

On February 23, as extra west 4030-4131 was passing Hereford, Ohio, Track Foreman J. L. Fordney noticed a wheel broken in car P. M. 32809, and immediately notified the crew, who stopped the train by applying the air from the rear.

The close observance and prompt action of Mr. Fortney in preventing a serious accident has caused a commendatory entry being placed on his record, and Superintendent Stevens has written him a letter of appreciation for his interest in the safe operation of trains.

NEW CASTLE, PA., March 11, 1921.

MR. WILLIAM MORT,
Yardmaster,
New Castle Junction, Pa.

Dear Sir—On the morning of March 10, while train 67 was taking water at the penstock at New Castle Junction, Yardmaster Mort, in passing train, discovered brake beam down and damaged on Baltimore and Ohio baggage car 517. Investigation developed that some obstruction had been struck on the Pittsburgh Division, just east of New Castle Junction.

We desire in this way to commend Mr. Mort for his watchfulness in this instance.

Yours truly,
(Signed) D. F. STEVENS,
Superintendent.

New Castle, Pa., March 15, 1921.
Mr. F. H. Elson,
Operator,
Ravenna, Ohio.

Dear Sir—On March 11, N.Y.C. extra 3967, coming on our tracks at Ravenna, Ohio, had a brake beam down and three or four cars ran over it. Operator Elson threw the advance signal and got the train stopped, at which time the brake beam was removed. It was found that a guard rail was driven forward 18 inches. Operator Elson had the crossover spiked down, maintainers called and conditions corrected.

I desire to commend him in this way for his close observance and prompt action, which, undoubtedly, saved an accident.

Yours truly,
(Signed) D. F. Stevens,
Superintendent.

Cleveland Division

Cleveland, Ohio, March 1, 1921.
Mr. J. A. Kiefer,
Operator,
"GI" Tower.

Dear Sir—I have before me a report showing that when extra 4034, east, was passing "GI" Tower, February 27, you noticed brake beam down on one side and dragging on rail, and that you stopped train and had same removed.

Your careful observance and prompt actions probably averted an accident and I want to commend you. I have arranged to place proper notation on your record.

Very truly yours,
(Signed) H. B. Green,
Superintendent.

Ohio Division

On February 17, Samuel Jones and Henry Scaggs, both employes of the Portsmouth Street Railway and Light Company, while on their way home from their duties at that place, discovered a broken rail west of Sciotoville Junction on the Baltimore and Ohio tracks. Mr. Scaggs remained at the rail to flag any approaching train and Mr. Jones notified our track foreman of the condition. When this matter was brought to division engineer's attention, he sent each of these gentlemen a letter of appreciation for the action taken and interest displayed on their part, which undoubtedly averted a serious accident.

A letter of appreciation has also been written by Division Engineer Maher to Edward Marsh, a resident of Gepharts, Ohio, who, while on his way from work on the evening of February 24, discovered a broken rail on main track, one-half mile west of Scioto Furnace, and immediately reported this condition to operator at that point.

On February 1, after setting cars in yard, Switchman A. Calver, riding foot board of tank, yard engine 2892, switching over Main Street crossing, Chillicothe, light, observed an old man going across the tracks with his back to engine, emtirely unaware of any danger. Mr. Calver gave engineer stop signal and ran ahead of engine and pushed this man off track. Engineer observed the stop signal, but would have been unable to stop engine in time to avert an accident had it not been for the prompt action on the part of Mr. Calver. He has been commended.

Chillicothe, Ohio, March 1, 1921.
Mr. W. S. Smith,
Fire Brick, Ohio.

Dear Sir—I desire to express my appreciation for the interest taken by you when you discovered broken rail in track just east of New Globe, and which you reported to our agent at South Webster, who, in turn, was able to notify our track foreman to make repairs before a derailment occurred.

Again thanking you for your interest, I am,
Yours very truly,
(Signed) J. L. Maher,
Division Engineer.

Indiana Division

On February 20, at 4.20 p.m., Big Four extra 6711, east, pulling over Walnut Street crossing, North Vernon, Ind., had arch bar broken on NSCX 929 and dragging in the dirt.

Crossing Watchman W. J. Henry saw this condition and stopped the train just before it got to the point where it would have torn out the crossing, possibly derailing four or five cars and doing considerable damage.

Investigation developed that the arch bar showed an old break. It took about one hour to get the car in the rip track.

Crossing Watchman Henry is commended. Appropriate entry has been made on his service record.

On February 10, while freight train No. 90 was passing North Vernon, Fireman Frederick Aufderhide, who was standing on platform, noticed something dragging on an oil car three or four car lengths from caboose. He called the attention of the conductor to the unsafe condition, train was stopped and it was found that part of the brake rigging had been broken off.

The close attention of Fireman Aufderheide in observing train on which he was not employed is commendable. Appropriate entry has been made on his service record.

On March 1, while train No. 90 was passing Dearborn, Operator T. R. Scoopmire noticed brake beam down on car of oil and notified conductor. Train was stopped and necessary repairs were made.

Had this condition not been discovered it would have caused damage to interlocking plant at Lawrenceburg Junction and possibly derailed car.

The close attention and inspection of train by Operator Scoopmire is commendable and appropriate entry has been made on his service record.

The Late John Abel Hunter

(*Continued from page 29*)

Mr. Hunter was born September 20, 1845, at Martinsburg, W. Va., and although but a youth at the outbreak of the Civil War, entered the Confederate Army, and served with honor during the later period of the struggle.

For almost a half century Mr. Hunter faithfully served the Baltimore and Ohio Railroad. He first entered the service in July, 1865, as a rodman in the Engineering Department, and filled successively the positions of resident engineer in construction of Ohio River Bridge; resident engineer of survey, Chicago Division; resident engineer in construction of Somerset and Cambria Branch; master of road, Grafton to Ohio River, and division engineer Maintenance of Way, Keyser to Ohio River.

In June, 1890, Mr. Hunter was severely injured in a wreck of a Baltimore and Ohio inspection train, passing over the Ohio River Railroad. Upon recovery from his injuries, he was assigned to the Real Estate Department as engineer, and in 1901 was made Right of Way agent, which position he held at the time of his retirement in February, 1915.

Mr. Hunter was a lovable Christian gentleman, and found the greatest pleasure in assisting and aiding the younger men with whom he came in contact. He had a wide acquaintance and great popularity among all classes, particularly in his native State, where he counted the most prominent people among his friends, and his death has caused great sorrow among them and among his old comrades on the Railroad.

Death of Philip T. Spence

PHILIP TAYLOR SPENCE, pensioned conductor and resident of Redlands, California, for the past 12 years, passed away on February 21 at his home there. He is survived by his wife and daughter, and a sister, Mrs. John Murnan, of Winchester, Va. Interment took place at Winchester, Va.

For 44 years Mr. Spence engaged in railroad work in the east, occupying responsible positions with the Baltimore and Ohio, his father being a railroad builder, especially in the construction of the Shenandoah Valley Branch of the Baltimore and Ohio after the war.

Mr. Spence in his youth naturally gravitated toward the railroad, entering the service of the Baltimore and Ohio on February 1, 1866, as timekeeper at Winchester. He left in May, 1870, but returned the next year as brakeman, Newark Division. In 1872 he was made baggageman, and in 1879, conductor. When the Company inaugurated its service of limited trains between Chicago and Wheeling, W. Va., Mr. Spence was called upon to take charge of these important and fast trains, a service which he rendered so faithfully that when advancing years necessitated retirement he was pensioned in January, 1910, in recognition of his long years of activity and allegiance to duty. His duties gave him a wide circle of acquaintances, who will grieve at his passing and sympathize with the family in the great loss sustained. Mr. Spence was 73 years old.

"Cannot Recommend Savings Feature Too Highly"

March 10, 1921.
Mr. W. J. Dudley, Superintendent,
Relief Department,
Baltimore, Md.

Dear Sir—Policy of fire insurance, abstract of title and judgment bond received O. K. I take pleasure in thanking you and your department for the promptness and fair dealing of the Savings Feature. I cannot recommend the Savings Feature too highly to any employes seeking a home. It is the surest and cheapest way with least trouble to the buyer.

Very respectfully,
(Signed) W. E. Dittman,
Engineer, New Castle, Pa.



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEK

Birthdays were teeming in February. We had three on the 20th; quite a rarity. It happened on Sunday and that explains why we had no celebration, as would have been the case had any of the young ladies been participants. In the latter case, American Beauty roses would have been in order.

If you ask me about the birthdays of young ladies, how and when they are celebrated and when they occur, I respond that though I make every effort to be exact in recording incidents and occurrences, I am powerless to give any worthwhile information on this point.

I firmly believe and feel that I could carry a message to Garcia in much better shape than I could supply a readable paragraph on this subject. I curb my natural curiosity in this regard and advocate this treatment generally.

Here are the names of the gentlemen who celebrated in a quiet manner at their respective residences on the date in question: William Irvine Cross, Edgar W. Young and John William Rich.

Copying Long Letters

I notice that our young ladies are frequently called upon to make copies of long letters to be used in connection with a case, and this, I think, could be obviated if stenographers in transcribing letters of unusual length would make an extra copy for the file. This could easily be done, and in case it should be necessary to use a copy, the file would disclose and furnish it, and labor could be saved.

"To save time is to lengthen life."

Mr. Marshall's Children

The January MAGAZINE, on page 40, displayed the pictures of a number of children, and that was the page that held me enthralled. At the bottom of the page there appeared the picture of three fine-looking children and I congratulated the father, Joseph Marshall, of our elevator service. Please turn to page 40 and note this picture again.

Real Economy

J. W. Root, superintendent, Ohio River Division, has the proper view concerning real economy. He sent out a circular in February requesting the total number of new time-tables required for distribution, stating that the information was to be used in a revision of mailing list which he was endeavoring to cut down to a minimum.

Heretofore the Law Department has been deluged with time-tables which it did not require, and this movement of Mr. Root is in the line of strict economy.

We are getting there.

Bath Tubs and Progress

In an article on Bath Tubs and Progress in a legal publication called *Case and Comment*, which comes regularly to the Law Department, I find that the first bath tub in the United States was built in Cincinnati and installed in a home there in 1842. It was denounced in the Cincinnati newspapers as a luxurious, undemocratic vanity. And medical men declared it to be a menace to health!

In 1843 (my year) Philadelphia tried to prohibit bathing between November and March by ordinance.

In 1845 Boston made bathing unlawful except when prescribed by a physician, and the grand old State of Virginia taxed bath tubs $30 a year.

Clever Husbands

"Tell me, do clever men make good husbands?"

"My dear, clever men do not become husbands."

Our Passenger Department

The Passenger Department is constantly doing things to help matters along, and I would like to see something from that busy department in the MAGAZINE now and then, but better still, regularly.

In going to New York the other night to see "Lightnin'" and the "Gold Diggers," I walked over to Mount Royal Station, and at 10 o'clock, when the New York sleeper was open and ready for visitors, claimed ownership to upper four. I slumbered peacefully to New York because a young gentleman from the Passenger Department had placed in a conspicuous place in the car a card on which was printed in clear bold type:

"Please assist in preserving silence for the benefit of those who desire to sleep."

This was a new experience, for heretofore I have been much disturbed by conversations in neighboring berths when everybody ought to be asleep. Hats off to the Passenger Department!

The Deer Park Boys

In a recent number of the MAGAZINE I referred to Deer Park boys who had climbed the ladder in the railroad world and made a good reputation. I made one or two mistakes and am indebted to Mr. John A. Droege, who reads the MAGAZINE every month, for calling my attention to the errors. I omitted to mention "Eddie" Griffin. He had risen from the position of telegraph messenger boy to finally becoming an operating official at Grafton, where he died some two or three years ago. "Hice" Laughlin also started as a messenger boy.

John A. Droege

In designating the Deer Park lad who had attained the position of general superintendent of the New York, New Haven and Hartford Railroad Company, I should have been more careful and written it John A. Droege instead of Otto, his brother. Mr. John A. Droege has offices in the Grand Central Terminal, New York, and is a very popular official. He has written books on railroad subjects which are standard publications.

Car Service Department

Correspondents,
J. T. LEAN and H. V. OBERENDER

With sincere regret we report the death of Miss Carrie Clark, one of our foreign record clerks, on February 23. We all extend our deepest sympathy to the bereaved family.

Wilson Auld has been elected manager of the baseball team of this office, and desires to arrange games with other railroad uniform teams. Players are as follows: Catchers, Peters, Bayn; pitchers, Bryan, Robinson, Boteler, Rieder; infielders, Warner, Grafton, Strauss, Donald, Smith, Bredehoeft, Calhoun, Lean, Peddicord; outfielders, Oberender, Croswell, Buettner, Magruder, Dick, Brown, Kerby.

Note our Harry Bredehoeft is "Feathering his Nest" as he expects to join the benedicts soon. Best wishes, Harry!

"Colonel" Schley is again getting his fishing tackle ready. Look out for the sharks, "Colonel."

Our friends "Robby," Wette and Decker are scouting all over town for some good hair tonic.

According to the "sparklers" being worn by our girls lately, seems as if there will be quite a few June brides.



Dorothy E. Stewart
Daughter of J. C. Stewart, schedule clerk, Advertising Department

There's a doubt about "Robby's" full same—some say it's Olwine Augustus Robinson and some say it's Augustus Olwine Robinson. It certainly seems to be worrying some of the girls.

Elmer Warner, one of our little bowlers, has bought a little bowling alley to practice on. Look out for Elmer; he's a wonder on ideas.

"Mike" Oberender, our "Beau Brummell," is simply crazy about one of our telephone girls. Suggestions that may help the cause along will be greatly appreciated by "the Gang."

We wonder if "Jimmie" Lean, the "hevamp" of the trace desk, makes a practice of taking girls home for supper.

Coal Traffic Department

Correspondent, GEORGE C. BAUER

On Saturday, March 5, our bowling team gave an artistic trimming to the five representing the office of the Auditor of Coal and Coke Receipts and thereby got sweet revenge for the 4-0 defeat handed us in baseball last summer. We added insult to injury by bearding the lions in their own den, the match taking place at the Y. M C. A. After losing the first game by a single pin, we came back strong and made a strike and three spares in succession early in the second game. The box score below will tell the story better than words.

COAL TRAFFIC DEPARTMENT

Cox	87	120	86
Shinnamon	98	100	101
Williams	80	89	84
Bauer	84	100	95
Sauerwein	94	99	95
	443	508	461

COAL AND COKE RECEIPTS

Poole	76	80	80
Lutz	85	88	80
Atwell	110	90	79
Spurrier	83	106	90
Pritchard	90	85	120
	444	449	449

Although our victims felt the sting of defeat keenly, they exhibited the same sportsmanship in defeat as in victory. They acknowledged that the better team had won, and thanked us for the bowling lesson we gave them.

Our chief clerk, C. W. Shinnamon, who is also captain of our team and chief yell-leader when not rolling, displayed his versatility by being high man of the game.

Following is a little ditty entitled "The Lost Spare" or "How Guy Won the Beautiful Tallow Frying Pan" (with apologies to J. J. et al.):

Somebody said that it couldn't be made,
But he with a chuckle replied:
That maybe it couldn't but why be afraid
Of something he not yet had tried.
So with calmness and care he aimed for the pair
And everyone thought that he'd do it,
But he heard something tear when he rolled for that spare
That couldn't be made—AND HE BLEW IT.

Seriously speaking, Guy did roll a nice game—the third one.

Arthur B. Rock, secretary to T. J. Walters, general coal freight agent, is at St. Joseph's Hospital, having recently undergone a serious operation.

The boys in this department, as well as his many other friends, sincerely hope for a speedy recovery, and that he will be back at his desk within a short time.

Engineering Department

Correspondent, OSWALD EDEN

Signs of Spring

"Herbie" riding his motorcycle.
"Gus" dreaming about Crawford Avenue.
"Pinnie" trimming his grapevine.
"Ted" planting tomato seeds in a tin can.
"Alvie" cleaning the chicken yard.
"Harry" parting his hair in the middle.
"Joe" consulting programs of County Fairs.
"Spike" looking in jewelers' windows.
"Jits" inspecting his Magothy River farm.
"Witty" practising detection in the parks.
"Mac" walking to work.
"Herman" opening the window.
"Leonora" thinking of Roland Park and Atlantic City.
"George" shopping for Miss Simpson.

"Velvet Joe" says: "Gosh blame it! Every time I goes to git a hair cut them blamed barbers makes me wait. You jest watch, tho', and see if I don't git even with 'em. I'll cut it myself, by heck!"

"Witty" Warren, the village wit, is now aspiring for the role of amateur detective. His latest case, "The mystery of the missing mate," required some real footwork, as well as headwork. He was especially good on the footwork. His charges are nominal. Try him and see!

"Connie" Schanze, better known as "Spike the Clipper," is getting close to port in the "courtship race," and we look for the announcement of his "finish" very soon.

'Twas midnight in Paradise. The town clock in the distant village chimed the hour. In the library of one of the leading citizens of the county was seen the form of a man bending over a table in the center of the room. About him were numerous sketches, drawings, plans, what-nots. Occasionally the otherwise quiet form moved, the fingers running through the few remaining strands of what was once a wonderful suit of hair. Suddenly the form arose, walked over to the window, looked out into the inky blackness of the night, turned suddenly with a quick jerk of the head, jammed his hands deep down into his jeans, withdrew them quickly, gazed at the palms and said: "My fortune is made; tomorrow I shall see my patent attorney and clinch this thing!"

Thereupon our hero (for such he is) stepped briskly over to the table, gathered up the various papers, prepared them neatly for transportation to the big city on the morrow, and decided to call it a night. Fifteen minutes later he was in the arms of Morpheus, snatching a few hours' well-earned rest before the alarm rang at 5 a.m. to call him forth to conquer new fields. (To be continued.)

"Joe" Kemp recently announced that he now knew who was "boss" in his home. It



TREASURY DEPARTMENT, BALTIMORE, PHOTOGRAPH TAKEN JUNE 23, 1894

Treasury Department, Baltimore, as it looked in 1894. In the foreground are: Charles W. Rhodes (left), deceased; N. S. Pendleton, retired, former paymaster. The others are, left to right: William G. Pearson, deceased; J. A. ("Jack") Read, Jr., Paymaster's office; T. P. S. ("Pete") Brown, receiving teller, Treasury Department; "Ben" Lewis, porter, deceased; Milton B. Smith, Paymaster's office; J. Q. McComas, assistant treasurer; N. M. Huppman, Paymaster's office; Edwin W. Robinson, deceased; William Yardley



J. C. Korte, alias "Cootie"

seems as if it took him quite a while to find out. We knew the moment we heard he was married.

"Bill" Pinschmidt's idea of a perfect holiday is to make snowballs (when there is enough for that purpose) around the back yard, until they get large enough to form the head and torso for a snow man. He claims he did it for his boy's sake. However, we think he did it either to reduce or to prevent his wife drafting him for kitchen duty.

While exercising the other day, a terrible accident happened to our most honorable Jeremiah Martin Fitzgibbons. We thought at first that probably someone had been tearing rags, but when Jerry appeared in his overcoat for the rest of the afternoon and a new suit the next day, we knew that some portions of his pantaloons had had an argument and had parted. We'll say he ripped them. Never mind, "Jerry," lucky for you that it didn't happen when you were with *her*.

The baseball club of the Engineering Department is now preparing for the coming season as a member of the General Office Baseball League. From a list of 20 candidates we hope to be able to have a formidable aggregation on the diamond representing this department. T. L. Ralston was elected manager. A captain will be elected later.

Office of District Engineer, Baltimore, Md.

Correspondent, J. F. Collison

C. L. Righter, our bookkeeper, showed us again that he is wealthy by taking unto himself a "Tin Lizzie" in February. We are all expecting picnics in the summer, by way of Mr. Righter's transportation.

This is the way you have to look to be an expert on "Flying Cootie."—A snap of J. C. Korte (pronounced "Kootie," if you please) himself.

Office of District Engineer, Pittsburgh, Pa.

Correspondent, Miss M. M. Ward

It is with deep regret that we report the death of Lewis Taylor Walraven, on February 24, after having been ill but a few days of pneumonia. For the past several years Mr. Walraven had been assistant chief clerk in the office of the district engineer, Pittsburgh, and for many years previous had served as chief clerk to Paul Didier, principal assistant engineer. His death came as a shock to his fellow employes, by whom he was held in high esteem. Mr. Walraven was born in Philadelphia, Pa., on May 29, 1859. He entered the service of the Baltimore and Ohio Railroad July 1, 1904.

The funeral was conducted at Meadville, Pa., February 28, this office being represented by J. H. Mulvey, assistant engineer. Mr. Walraven is survived by one son, R. F. Walraven of Denver, Col., to whom we extend our heartfelt sympathy.

This office mournfully misses our charming Miss Devin, who is now affiliated with the Mellon National Bank. Her present whereabouts may be of interest to a nice young man in Baltimore.

Paul Didier, Sr., who has been abroad for the past several yeras, has returned to this city, arriving in New York recently aboard the Cunard liner "Carmania."

Our popular and obliging messenger recently met with a serious loss, some one (whom he doesn't remember) relieving him of his pocketbook and valuables. "Jim" positively refuses to talk on the subject, and we are left to draw our own conclusions.

One of our most popular field engineers seems very partial to widows. We admire your taste, Walter, but must confess that we are a trifle jealous.

Office of District Engineer Cincinnati, Ohio

Correspondent, G. F. Daubenmerkl

On February 12, Fukujiro Hirayama, construction engineer, Japanese Government Railways, Tokyo, Japan, who is touring the United States and studying construction methods of American Railways with particular reference to pneumatic caisson work, was a guest of The Vang Construction Company and District Engineer Griffith. He was taken over the work and shown the methods used in the foundations at Big Miami River Bridge No. 19-95, Indiana Division, east of Lawrenceburg, Ind. Mr. Hirayama expects to spend several months in America, going from here to Europe and returning to his native land in October, 1922. He was much interested in the work at Big Miami River.

J. E. McKibben, our genial chief clerk, has joined the Tax Payers' Association, having purchased a six-room bungalow of brick construction in Clifton, one of Cincinnati's beautiful suburbs. Go to it, John! We're with you.

G. L. Reising, file clerk, is having a little difficulty in disposing of his house in Norwood. What's the matter, George? Must be a "nigger in the woodpile" somewhere.

James P. Ray, assistant engineer, Lawrenceburg, Ind., came into the office the other day with a new joke which he had heard at Lawrenceburg. He started to spill it but was interrupted by everyone in the office, all wanting to finish it. He went back to Lawrenceburg in great disgust. Must be some burg, "Jim!" Bring in a good one next time.

'Tis said that H. A. Davis, transitman, wields a wicked broom in his new home. We are wondering who is the guiding power behind this domestic activity.

Why is "Joe" Kathman like the hand of a clock at 6.00 p.m.? Because he is straight up and down.

Earl Stout, transitman, has a worried look these days. He claims that although Leap Year is past, the girls still continue



The late Lewis Taylor Walraven

to pester him. That's it, Earl, boost yourself if nobody else will.

"Sam" Graham, transitman, was looking for a house. Some fresh fellow told him he had one for sale. "Sam" went to look at it and found that it was a dog house.

John Kolker, accountant, has been asked to join a church choir. After hearing him sing they will, no doubt, put him to pumping air into the organ.

All the boys have been asking P. A. Callahan what happened to Norsky Larsen some days ago. There was a slight discoloration under Mr. Larsen's left optic. They must have had the return engagement referred to some time ago. A little information on this, "Pete," please.

Stanley Thompson, draftsman, has purchased a new pair of trousers to match a coat and vest. "Yea, yea, the road to matrimony is a long, hard road, causing compulsory economy."

George Washington Motheral, transitman, reported for duty on February 22. Some coincidence, eh! But instead of a hatchet, he was given a hammer to test rivets at Bridge No. 104-18.

Lest we forget, Mr. Ray and Mr. Hirayama had a quiet little conversation at the bridge site (Bridge 19-95) in the latter's native tongue.

Office of General Freight Claim Agent

Correspondent, Miss E. T. Murray

The death of J. A. Downey, on Wednesday, March 2, is a loss which is keenly felt by all who were privileged to know him. In a larger sense, his passing is a loss to the particular department of the Baltimore and Ohio with which he was affiliated, the O. S. & D. Division.

Mr. Downey had been in ill health for several months and confined to his home since last November. He is survived by his wife, Mrs. Mary Crane Downey, and a daughter, Miss Helen Downey.

The funeral was held on Saturday, March 5, from his late residence, 2422 Lauretta Avenue. The pallbearers were composed of the following fellow workers: O. H. Olson, F. A. McShane, C. F. Biemiller, E. K. Williamson, A. M. Krager and J. S. Smith. Mr. Glessner and Mr. Bradburn also attended the services. A floral tribute was sent by the office. Our sympathy is extended to his family in their bereavement.



The Passing Show as Pierce sees it in the Valuation Department

We are glad to hear of the improvement in health of Miss V. C. Brown, Suspense Division, and also of Milton Hamburger, Accounting Division, who have been away from the office for the past two months. We sincerely hope to be able to welcome them back before long.

We have no weddings to announce in this month's issue. Unusual, isn't it? Many prospects are reported for the near future.

Welcome and greetings to T. E. Conlon, supervisor of freight suits; C. E. Yarnall, assistant supervisor of freight suits, and Miss M. E. Rawlings, stenographer, who were transferred to this office February 15 from the office of C. W. Egan, general claim agent. We trust that they will soon feel at home and become one of the family.

The Wrong Label

"Here, my man, is a sixpence," said the benevolent old gent, handing the man marked "Blind," a little piece of silver.

But the sixpence fell out of the man's hand and rolled into the roadway, whereupon the "blind" man walked after it, picked it up, and cooly put it in his pocket.

"What," gasped the gent, "I thought you were blind."

"Blind," cried the poor man in amazement. "Sure, they must have put the wrong ticket on me. Its deaf and dumb I am."

And the old gent walked away quite satisfied.

Anything you want to know about the Annex office building, ask Ethel Eisberg—she knows. She stayed late on one Saturday afternoon 'specially for that purpose. After everything had gotten quiet the started her travels and wandered over the entire building, looking in all the rooms and corners and sizing up the whole situation until she now knows more about the layout than the contractor.

Our Own School

Recently we mentioned in the MAGAZINE the monthly conferences held in our office by the division chiefs, at which time various suggestions along the lines of investigation, etc., were made. One important suggestion was to have weekly meetings for the *entire* office force, or in other words to organize a school. With the approval of all, preparations were immediately begun to solicit the individual cooperation of the clerks. Active interest was signified by a large percentage of the force and the first session of the school was called to order on Monday, February 28, at 5.10 p.m., by F. L. Schepler, assistant to general freight claim agent.

Mr. Schepler explained in full the purpose of the school and the importance of each investigator fully understanding all necessary requirements in the payments of loss and damage claims. Our chief clerk, Mr. Heartt, also discussed the various phases of Straight and Order, Notify bill of lading, and various conditions as set forth therein. It is the intention to have some of our freight and traffic officials deliver lectures on Monday evenings on subjects pertinent to freight claims.

Under the new plan of organization, Mr. Schepler appoints committees of three at each meeting to make a special study of some particular feature of claim investigating, with a view to developing the most efficient methods.

We hope that the benefits derived from these lectures will soon place the office of the General Freight Claim Agent of the Baltimore and Ohio Railroad on a plane by itself, to be recognized as a standard by which other roads will be guided.

Printing Department

Correspondent, M. J. CONROY, *Proofreader*

You Can Never Tell

At the lunch room where my friend John Hilleary and I dine we make character studies of the different faces we see there while waiting for our hash. Our deductions and conclusions are often given a rude shock.

The other day there happened to be a new waitress on duty, and as soon as John's eye landed on her he immediately waxed enthusiastic over her splendid face and stately bearing.

"I'll bet there is an interesting story hidden there—a profligate husband or perhaps a widow with several children and forced thus to work in order to keep the wolf from the door. Ah! see, she is approaching."

John could hardly restrain himself as she stalked majestically towards our table. He would have ordered everything on the card, hadn't I nudged him and reminded him that our time was limited. She bent her head low to catch our order, but not once did she utter a word—just mentally absorbed our request and was off.

John's eye followed her every movement. She certainly gave every evidence of refinement, her big blue eyes showing a trace of sadness. There was not a semblance of a smile on her countenance.

"Maybe she is a student working her way though college! I'm going to ask the manager about her," said John.

Soon she returned and deftly placed the food before us. After we had disposed of it, I said to John, "I think I'll order bananas and sauce, and maybe our queen will deign to let us hear her melodious voice."

I caught her eye and as I proceeded to give my order one of the United Railway's flat-wheeled cars hobbled by and my voice was lost in the noise. As she inclined her

head towards me my heart went pit-a-pat. Would she speak!

I looked up into her lovely blue eyes and was about to repeat my order, when she said, in a voice which Mr. Jiggs would have readily recognized:

"Whatja say, bananners an' souse!"

What Would You Have Done?

The other evening as the boss was about to start for home in his fine Hudson car, one of our colored porters came out of the door with a small carload of wood on his shoulder.

"Mister Leilich, is you goin' my way?"

"I don't know. Why?"

"I jes' thought mebbe if you wuz you wouldn't mind givin' me a lift!"

"Peck" Has the Floor

"Peck" Wright of the pressroom intimates that the story about the three gentlemen mentioned in this column last month as being deeply interested in the Minnie Ha! Ha! Candy Company is all wrong. He says they are only interested to the extent of all the free samples they can get; but when it comes down to paying real cash for the goods, "Peck" says they are "cheap skates." He is the only original, bona fide, strictly cash customer—and he can prove it. This is getting serious, boys. I'll agree to be arbitrator for a one-pound box.

Hope You Land this Five-Pounder, Hattie

Our Miss Hattie Carroll, of the bindery, is progessing nicely after her serious illness and has been removed from the hospital to her home. We would suggest to "Peck" and his friends that it would be a chivalrous act if they would send Miss Hattie a five-pound box of Minnie's celebrated candies. It might hasten her recovery and help bring back the old-time cheery smile as "through the sick room windows the golden sunbeams creep."

One Happy Day in March

George Foy has fallen heir to a million dollars in the person of a brand new baby boy, who arrived on March 21, via the Springtime Special. It is his first born and in honor of the glad event daddy came down all decked out in his Sunday clothes and with a smile that lit up his jolly countenance like the midday sun. "Dan" Miller, who recently became a benedict, was intently observing how a proud father conducts himself under such happy circumstances. Congratulations!

Telegraph Department

Correspondent, DELLA M. HAIN

The accompanying photograph is of John Edward, 5-year-old son of J. L. Krantz, plant clerk.



Give us a ride, John Edward

Recent visitors, and attractive ones too, were A. S. Rosenberg and T. E. Colwell, from the office of District Plant Superintendent W. W. Olheiser, Western Union Telegraph Company, Pittsburgh.

And Mr. Miller wants to know if "Miss Nortcup" is going up to the "Women's Y. M. C. A."

Why they should call Uncle Frank "Jiggs" at home we don't understand. Is there a "Maggie"?

Every city call made on a Baltimore and Ohio telephone costs from three cents up. Restrict such calls all you can, as the monthly expense for this service alone aggregates over $1,400.

If I start writing "sick news" I will be compelled to mention almost everybody—but here's hoping there will be less illness next month.

Messrs. Adams and Thompson sit side by side, but their backs usually face. Can any kind soul tell why?

Somebody find out how Bishop runs his flivver. Takes an awful lot of gas.

Here's a good one on Mr. Ward. He has a special "Brill" car to take him to and from the telegraph office in the Baltimore

Hamilton Watch

"The Railroad Timekeeper of America"

What Do We Owe to Accurate Timing?

WE owe our Limiteds that flash from city to city, our fast-sparking automobiles that shorten formerly long drives, and those machine-guns so marvelously timed that they shoot between the swiftly-revolving blades of aeroplane propellers.

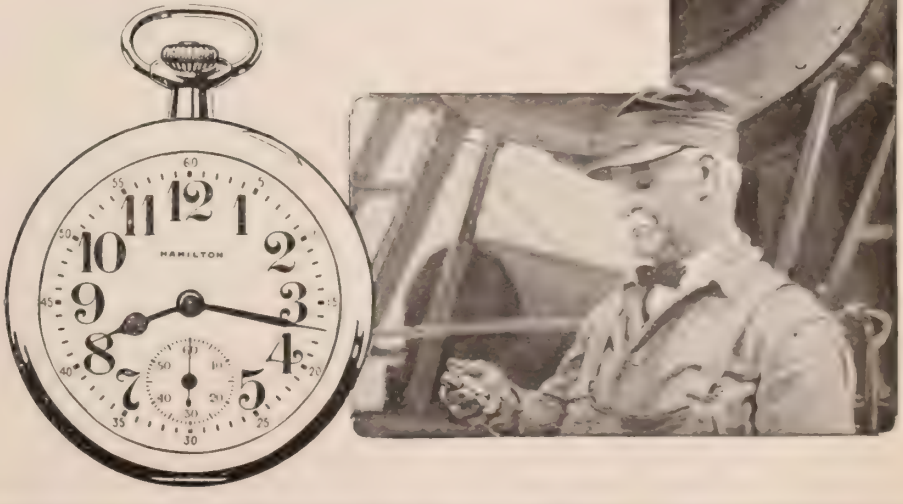
Back of each is an accurately-timed schedule.

Back of our railroad schedules is the Hamilton—a watch so accurate that it is the most popular timekeeper in use today among railroad men.

Charles Hamilton, the efficient engineer shown here, runs the Bangor Flyer—one of the longest hauls on the B & M. He has been with the Boston & Maine 48 years. He runs the Bangor Flyer by a Hamilton Watch.

When you buy, inspect the Hamilton models that railroad men favor, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from $40 to $200; movements alone, $22 (in Canada $25) and up. Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

HAMILTON WATCH CO., *Lancaster, Pa.*



and Ohio building. This car holds two—or rather the other passengers are oblivious to G. D. W.; he sees only "her."

All of us, and especially "Uncle Billy," are glad to see old friends. "Uncle Billy" jumped up with a smile on his face and there he stood a' talkin'. Say, don't forget her other admirers, Mr. Brown. You should give a widower a chance.

A whole cup full of ice cream and pineapple and cherries is what our Millie gets for a sundae. The rest of us get half as much. Explain, Mildred, please do.

And Mr. Miller glanced around the office to see who was making all the noise and Mr. Davis wasn't talking; so take another guess.

Mr. Donnelly is going to have his picture in next month, so you will have something to look forward to.

Transportation Department

Correspondent, J. B. EGERTON

Inquisitive Tattler

This month the question asked by the Inquisitive Tattler was "Why do so many men chew tobacco?" Some of the replies we have received are as follows:

C. F. S.: Because it cleans the teeth and keeps them in good condition, thus saving one the expense of tooth brush, tooth paste and dentist bills.

P. S. W.: Because it is a general comforter; it keeps one from getting hungry before lunch, is a dessert after lunch, acts as brain food when handling difficult problems, and cleans the teeth.

J. C. S.: Well, women chew the rag and so men, to get even, chew tobacco.

R. E. R.: Ask "Johnny" Joynes, he knows. He eats it.

A. S. H.: Because it acts as a germ killer.

T. A. M.: Because they are persistent brutes. Because women oppose it. I tried it once and never came back.

A certain girl in this department wears a certain kind of a ring on certain finger of a certain hand. Don't keep us in suspense, Hilda; be a good scout and let us know when it is coming off.

Last month we told about our wonderful baseball team (that is to be), dwelling at length upon raffle tickets, etc., but it so happened that by the time the article appeared, the tickets were printed, distributed, sold and the prize about to be drawn. This was due to the fact that all such information must be sent in by the 5th of the month preceding the one in which it will appear, and we sent it in too late. So at this writing (March 4), although the last of the tickets have not as yet been sold, we think it a safe prophecy to say that our raffle has been a great success. We also prophesy with confidence some great games.

Our department is commended for the cooperative spirit and whole-hearted interest with which it met the campaign. Under the able management of Roy Mansfield and Carl Scharnagle, and "first aid" by Luke Burns, the tickets were disposed of long before the allotted time.

The eligibles for the team are: Richard LeRoy Mansfield, manager; Carl Scharnagle, captain; L. K. Burns, H. Evans, J. C. Smallwood, W. Seibert, P. Ackler, C. F. Roycroft, W. J. Marley, W. S. Guerke, V. Belt, W. T. Laslo, L. Phillips, L. Rosenthal, W. J. Walsh, R. Poole, R. C. Brooks, P. S. Wood, G. Loeblein, R. Laudon, G. J. Roth.

We also take this opportunity to thank each and everyone who helped to make our raffle a success.

Office of Assistant Comptroller Deverell

Correspondent, JOHN RUPP

A. C. Meade, accounts receivable ledger bookkeeper, tendered his resignation on February 15. Mr. Meade, who served his country in France with the A. E. F., was granted his Vocational Training claim by the Government. J. P. McNulty has been promoted to Mr. Meade's position. We congratulate "Mac," and wish him success.

S. B. Muller, bookkeeper, miscellaneous ledger accounts, returned on February 3 after a short business trip to Pittsburgh, Pa. E. T. Johnson, general bookkeeper, has been back on the job for some time. This news will be very welcome to his many friends who were aware of his long illness last year.

Clock Watchers

There is no doubt that many hours are wasted by those who observe the clock more than their work. Continual clock watchers are found not only among commercial and industrial organizations, but lately they were discovered in the clerical personnel at Camp Holabird, Md. The Baltimore *Evening Sun* lately reprinted an order in this connection, by the Lieutenant-Colonel in charge of the Camp. The Official Order reads:

"Clerks will discontinue at once the practise of leaving their desks to sign out and secure their hats and wraps before 4 o'clock. Attention is invited to Bulletin 4, January 6, 1921, which indicates that work must not cease prior to 4 o'clock and the sounding of the gong."

Steady and persistent work is requisite to success in life, and clock watchers make no progress and are not welcome anywhere. While certain small privileges are appreciated by all employes, they can only make themselves worthy of these considerations by arriving at work on time and giving strict and honest attention to daily duty.

Instead of watching the clock, our spare seconds should be applied in planning how we can improve our service to the Company, and thus success will crown our endeavors.

BY A SUBORDINATE.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPERT

"It would be —— if it missed the hole," observed the Irishman as we watched the train plunge into the tunnel.

With a mouth comparing with that of the Belt Line, how that prominent citizen of Ellicott City ever missed the shot, no one seems to be able to tell. But miss it he did, and the net result was cream puff all over his face, down his collar, onto his tie, across his vest, on his trousers, covering his shoes, finally landing on the floor, where it spread itself out most artistically. Again we say, "how in the —— did he miss it?"

A cheering report has been received from our old friend, W. B. Stockett. Walter writes that he has regained several pounds recently, and that he feels considerably stronger. We hope that his health will continue to improve and that the nice clear Spring weather will do lots to help his condition.

Another candidate for "Good Husbands' Row." A. T. W. Moore has finally decided to be in debt for the rest of his natural life. Albert plans to share his misery with a Miss Edna Thomas, starting sometime in the month of April of this year.

The honeymoon trip includes visits to New York, Albany, Buffalo, Toronto, Atlantic City, etc.

Blessings on you, my children, and may bad luck follow you all your life, *but never overtake you!*

Bowling News

With only 12 more games on the schedule of our bowling season, the Kilkenny Kats appear to be sure winners, and the interest shifts to the battle for second place, which at this date, March 9, is in a deadlock. The standing of the teams to date is as follows:

	Won	Lost	Per Cent.
Kilkenny Kats	34	17	.667
Sad-as	26	25	.510
Wild Cats	26	25	.510
Excelsiors	16	35	.313

February 16—Nothing very good, neither was there anything very bad. Pritchard was high with 301, with Limpert second on a 295 count.

February 23—Everybody seemed to have an off night as will be seen from the high score for the night of 294 by Pritchard. The surprise of the night was furnished by W. J. Hartwig, who rolled the high total of 291. No doubt "Willie" was as much surprised as anybody else.

March 2—Pritchard was the whole works again this week, with 123 in one game and 325 for the three.

March 9—Atwell mowed 'em down for a 304 count, which was equalled by Guy. The chief clerk got back in stride with a 68 and a 69 game. Sad-as took two out of three from the leaders.

Auditor Disbursements

Correspondent, JOHN C. SVEC



Mrs. J. C. Fowler and Carville, Jr.

We have often wondered why our file clerk looked so happy, and then one morning we looked on her left hand—there's a reason. Congratulations!

Did you ever watch a certain young lady in the Journal Entry Bureau, especially around 4.45? We often wonder if she has a home, or perhaps she likes her work (?) better.

One of our traveling car repair accountants sent us a letter some time ago requesting passes for the future "Mrs." We all wish him the best of luck. California is a dandy place to spend a honeymoon.

The accompanying picture is of Master J. Carville Fowler, Jr., age three months, son of Dr. and Mrs. J. C. Fowler, and his mother. Mrs. Fowler was formerly Miss Anna Brennan and an employe of this department. They are now residing at Ancon, Canal Zone, and they seem to be enjoying the climate very much.

A visitor to the South was our chief clerk, J. F. Donovan. Owing to Mrs. Donovan's health, they, with a couple of friends, spent some time in the winter vacation land. We all missed Mr. Donovan and we are glad to have him back again.

Three young ladies of the office also visited the South. They are Misses Porter, Spear and Holtz, and they stopped at all points of interest along the way, including St. Augustine, Savannah, Miami, Jacksonville and Palm Beach. From all reports they must have had a lovely time, even if they did miss half of their meals. Ask the fish.

Auditor Merchandise Receips

Correspondent, P. HENRY STARKLAUF

We hear a great deal about more miles make more smiles, etc. An excerpt from the I. C. C., quoting an authority, states: "A freight car was moving in trains on a certain road only three and one-half days out of 30. Taking the average of all roads in Official Classification Territory for the whole year, the time a car is moving in trains probably does not exceed three days out of 30 and the car is under load only two days out of three. Furthermore, the cars under load are loaded on an average to only about 58 per cent. of their capacity. The percentage of empty movement and of waste capacity in loaded cars have both grown." From the foregoing we all can see that a marked improvement should be made.

The Misses Biggs and Jolliffe held their little dance at St. James' Hall, Irvington, recently, and it was an attractive affair. Comptometer Bureau employes and their friends were present to make merry.

"Shad" broke another record, not the efficiency or speed kind this time; 'twas just one of those kind you put on a talking machine.

Bent on "Vamping" some midshipmen at the Washington Birthday Afternoon Hop given by the second year class at the Naval Academy, and on hypnotizing students of the Marine Corps Officers' School, the Misses Weller, Dushane, Bruner, Lillian, etc., chaperoned by Mrs. Hile, surely must have been doing an awful lot of advertising for the Baltimore and Ohio, as nearly everybody made reference to them as the "pretty railroad girls."

Whisperings from the Hope Chest: It looks like I'm after the Misses Shoemaker, Sylvia and Neilson; they're working and talking crochet work and household cares.

Our sympathies go out to our brother employe, W. T. McGronan, on the death of his infant son, a recent arrival; also to the family of Clarence Wescott, a veteran transportation man, one time telegrapher at Cumberland, Grafton, Baltimore and Parkersburg. The elder Wescott, father of the above gentleman, was one of the first engineers running between Cumberland and Parkersburg. Funeral services were conducted from his late residence on Franklin Street by the Rev. E. L. Leech of the Franklin Street U. B. Memorial Church on February 8. Interment was in Loudon Park Cemetery.

Mrs. Medora Kuehne Kaltenbach, a former clerk in this office, presented her husband with a son recently, as did the wife of George Koerner.

Miss Helen Marie Nugent, Machine Room, was married to Charles S. Barrett at St. Joseph's Passionist Monastery Church, Frederick Road, on January 27, by the Rev. Maurice Sullivan, C. S. B. They will reside in Norfolk, Va.

Two little girls, aged 10 and 11 years, boarded No. 7 at Philadelphia the other Saturday afternoon. On tendering their transportation, the conductor was solicitous of their welfare as to whether or not they were accompanied by an older person, showing that our "passengers are our guests." "Courtesy" is a big and growing asset on the Baltimore and Ohio.

Auditor Passenger Receipts

Correspondent, G. FRED MILLER
Secretary to Auditor

Something like the income tax is always taking the joy out of life. It's more like "Outgoing Jack" to me.

Who's gonna be the first one to get "Spring fever"? Don't let anyone tell you it's Spring fever. Did you ever notice the wild doves in the springtime, cooing and going off in pairs, and even the little street sparrows fighting to see who is strongest and will win the fair lady? Well, that's what "Spring fever" is.

I'll take another slice of that homemade rhubarb pie now.

You "On-line-of-Road" folks, get the seeds down early and win the prize for the first ear of "country gentleman."

Here's our chum Robert E. Machin, little bow tie, golden hair, et al. Who's going to be the lucky girl? Some kind friend forwarded this remarkable likeness on St. Valentine's Day. Further information as to age, financial status, etc., and so forth can be secured by communicating with this office. The same dog-gone picture was sent to "Charlie" Grund, too. They ain't a bit like twins though. Carl says both pictures belong to him, 'cause he knows the girls like him, but we all believe Robert is hiding something from us.



The bashful boy—angel face

All that can be said of our last dance on February 18 is that it was just a repetition of the delightful time we had at the dance earlier in the season. There were, however, more people present, which made for more enjoyment. Everybody seemed determined to have a good time and did. Naughty boys stuck knives and pins through their partners' balloons, and the blowers and crickets made some racket. An abundance of ice cream and cake, with splendid music, made the evening pass quickly, to our sorrow. We should have had a grand promenade, for you must know Jackson Jones and his partner would have led it. There's another good time coming shortly.

The hard part about office dances is that it's often difficult to secure a sufficient number of chairs to permit the ladies and their escorts to secure a little rest between dances; however, this is easily overcome by sharing your sweetie's chair. This manner of taking care of all present was suggested by having glanced about the ball room at the last "hoe down." As far as could be seen it worked wonderfully well, and should be all the rage at the next dance. Ain't them moonlight dances terrible? It's a tiny new moon and clouded at that. Takes a man with a strong will to pull through one of those dances without getting nervous.

Miss Mildred Eberhart and Mrs. John Kavanaugh have returned to the office after successful operations at local hospitals. We hope they will enjoy better health than ever before.



Set in Solid Gold Set in Solid Gold

Send Your Name and We'll Send You a Lachnite

DON'T send a penny. Just send your name and say "Send me a Lachnite mounted in a solid gold ring on 10 days' free trial." We will send it prepaid right to your home. When it comes merely deposit $4.75 with the postman and then wear the ring for 10 full days. If you, or any of your friends can tell it from a diamond, send it back and we will return your deposit. But, if you decide to buy it—send us $2.50 a month until $18.75 has been paid.

Write Today Send your name now. Tell us which of the solid gold rings illustrated above you wish (ladies' or men's). Be sure to send finger size.

Harold Lachman Co., 204 S. Peoria St., Dept. 4014 Chicago

Railroad people have unique "two in one" positions. We may be officials, foremen, chief clerks, shopmen, clerks or stenographers, but at the same time we are salesmen.

The Railroad employes who travel over the road are the traveling salesmen, while those permanently located in the cities may be called the local salesmen, or the home office force.

We sell our wares in much the same manner other businesses sell their goods. We give evidence of quality, service, comfort and efficiency, backed by courtesy. Describe the scenic beauties of our Road, tell of quick service between all the principal cities, and direct connections to all points in this country, Canada and Mexico. We also have our fast freight service, which enables the producer to make speedy deliveries in clean, sanitary and well iced cars. Early vegetables, fruits and perishable goods from the far South, and poultry and farm products from the farms are quickly brought to the large markets.

We are advertising our Railroad when we least expect it. Just in everyday conversation with our friends and neighbors we have much opportunity to help the cause. Is it not well to assist in the successful operation of an enterprise which provides for us?

Real Workers

Insist on

Tower's Fish Brand

COATS OR SLICKERS

For Rainy Day Wear

Two styles of medium length coats especially adapted for railroad men. No. B421 fitted with *Reflex edges* that stop the water from running in at the front, and No. B411 fitted with Brass Clasps and Storm-lap.



Catalog Free
Dealers Everywhere

This mark guarantees satisfaction

TOWER'S TRADE FISH BRAND

A. J. Tower Co.
Established 1836
Boston, Mass.



Behind the scenes on Staten Island with Santoro

Staten Island Lines

Correspondent, G. F. Goolic

John J. Killeen, towerman, "B" Tower, St. George, has returned to duty after a period of illness caused by pneumonia. We are all glad to see "Jack" back on the job again.

John Klein has been appointed night crew disptacher, Stationmaster's office, St. George, vice J. M. S. Lynch, resigned.

Did you ever see a red-headed fire inspector? If you have not, take a trip to the Division Engineer's office and take a look at the (bright) head of Daniel G. Reynolds. "Dan" is always on the go. Judging by his looks you'd think he was going to a fire. Some boy!

Irving Owens, endman, A. K. Bridge, is now studying accounting. Guess the bridge is not fast enough for him, so he has decided to start something else. Keep the good work up.

"Fritzie" Peccoraro, our new ticket chopper, East Shore, has bought two new dogs, for use in hunting next season. He had a good one but he was shot by mistake. Someone thought the dog was a rabbit.

Pier 22, North River, N. Y.

Correspondent, Frank A. J. Manthey

BOOST—BOOST—and keep on boosting the good service rendered by the BALTIMORE AND OHIO RAILROAD.

It is absolutely necessary for the employes of this road to use this method of advertising the service which we have to sell. We are all a part of the great machine, and any loss in business affects us. I had an opportunity some time ago to speak with the traffic manager of one of the largest fruit and produce concerns in our city. In the course of conversation, I asked him what he thought of the service of this road in general, and he replied that if all the roads were as good as the Baltimore and Ohio, his job would be an easy one. A similar reply was received from an old traveling salesman who had traveled for a local leather house for years. When the question was put before him, he replied that the passenger service of this road was second to none, and he further stated that the old maxim: "Time and flow wait not for the slow, therefore take the B. & O.," was the truest piece of advertising he had ever read.

The accompanying picture is of one of the popular girls in the Claim Department, Miss Eleanor McDermott, otherwise known as the "Belle of Staten Island."

Lost

Elks' Watch Fob Charm, initials B. P. O. E. and W. J. D., in blue enamel. Evidently lost while inspecting freight in westbound cars, moving from Pier 22, March 16.

Valuable to owner as keepsake; will gladly reward for its return.

W. J. Debevoise,
Pier 22, North River,
New York City, N. Y.

Baltimore Terminal Division

Correspondent, Martha V. Fox, *Car Record Clerk*

With much regret we note the death of Brakeman J. J. McHale, Locust Point Yard. Mr. McHale served in the army overseas, and while there contracted influenza. Although he never fully recovered, he returned to Locust Point, where he resumed and held his position as brakeman up until the time of his death from pneumonia.

Assistant Trainmaster F. W. Stringer has again taken up his headquarters at Camden. The folks at Riverside miss his cheery "Good morning," and hope he will be with them soon again.

The Safety Committee held its regular monthly meeting at the Riverside Y. M. C. A. Several interesting talks were given by Trainmaster "Zach" Biddison and Division Engineer Bloecher.

Chief Clerk Williams, Crew Dispatcher's office, Riverside, has been seen carrying his lunch. This seems to be a mystery still unsolved.

Prohibition Nursery Rhymes

By S. L. Hoskinson
Secretary to District Master Mechanic

Old Mother Hubbard went to the cupboard
To quench her terrible thirst,
But to her surprise, what a sight got her eyes,
Another had gotten there first.

There was an old woman who lived in a shoe,
She had so many children she didn't know what to do,
But rather than starve or become an old beggar,
She bought a boot and became a bootlegger.

Hickory, dickory, dock,
To the drug store people all flock,
With coughs and bad colds and prescriptions old
They say, "liquor me, liquor me, Doc."

Jack and Jill went up the hill,
But no more down the hill will they fall,
The tombstone reads, "here lies Jack and Jill,
They both drank wood alcohol."

It is learned that "Battling" Hughes and "Kid" Carter have arranged for a bout at the Fifth Regiment Armory in the near future. It is well that the 'phones are stationary and paper weights are scarce, as they have been practising daily.

As Usual

Mr. Carter: "George, stop whistling while you are working."

George: "I ain't working, Mr. C., I'm just whistling."



A ray of Spring sunshine
Miss Eleanor McDermott



Would you believe it? He is now Assistant Trainmaster A. H. Blackburn, Locust Point

The accompanying picture is of A. H. Blackburn, of Locust Point, at the tender age of 18 months.

The Tactician

The Vicar (meeting inebriated parishioner): "Oh, Pat, and I thought you were a teetotaler!"

The Parishioner: "Shure, an' that I am —hic—yer Riverence, but norrabigoted one."—*The Tatler.*

Heard in the Division Accountant's office:

Gus—Why did they call the soldiers doughboys?

Grapejuice—Because the Secretary of War was a Baker.



BELT LINE NOTES

Francis DeVoughes, Halethorpe, and Loeschel, Riverside, used to be fast friends. But someone has thrown a monkey wrench into the machinery. Far be it from us to throw sand in anybody's ice cream, but this is what we hear Francis remarked to Loeschel on the Belt Line telephone:

"Aw g'wan, I know who did it. It was that fellow 'Shorty' Wolfe, at Baileys, and if it wasn't him it must have been Loeschel sent th' cat. He's ornery enough to do anything. In fact he's so ornery he sets on th' bed post at night and whistles his prayers. Someone goes to work and sends me a package containing a cat, and after I go to work and reach deep for express charges, th' cat's dead ! ! ! ! ! !"

If John Quinn, dispatcher in "DO," doesn't name at least one of them after me—well, we think he ought to. John came to work the other day all wreathed in smiles and good humor; he had two of th' greatest kids in th' world at home and everything; went home in th' evening just as bright and fresh as a new dollar, then BING! A message comes that John is sick and won't be out to work. No wonder—he found his nice little family had grown by two.

Hear about it? Oh boy! They say "Dan" Davis, motor conductor, sat on th' oil stove in "CA" office and fell asleep, and some darned "phool" went to work and lit th' stove.



George Seibert and his new wife (well she is new ain't she, he hasn't had her long) are preparing for an extended trip abroad. They will visit France and Italy.

Locust Point

Correspondent, JOHN E. GREEN

Since J. P. Dudley, Agent's force, captured two prizes at the poultry show, he has been bragging about his two cockerels.



Around the Terminal with Heiser (see Belt Line Notes)

A. Johnson, Agent's force, who lives out on Harford Road, says he is going to show Mr. Dudley how to raise chickens.

The Smile of Miles

Have you ever heard of Andy Miles?
I know you have of "*Miles of Smiles.*"
But have you seen the *Smile of Miles*
When he some pretty girl beguiles?
'Tis then you'll see her *Smile at Miles.*
Well, Andy, here, is quite a fixture.
I'm sorry we can't send his picture
As fourteen cameras he has broken,
Without a word e'er being spoken.
We are lost without our Andy,
A good, old scout—both fine and dandy;
He whose rating's good, whose class fine
He handles freight on any line.
Yet, greets us all with cheery smiles,
So that we're forced to *Smile at Miles.*
—J. R. G.

Picture to follow when a camera can be built.

The accompanying picture is not a likeness of B. F. Morse, but a faithful reproduction of our old friend and fellow clerk, A. B. Casey, who has cast aside the constant worry of railroad business at Locust Point and is wooing the finny tribe, like a true disciple of Sir Isaac Walton. You will note by observing the picture closely, and by the serious look on his face, that he has something on his line, and no doubt after watching his float for an hour or two, he will manage to capture one poor, lone gudgeon. But one thing we will grant Mr. Casey—notwithstanding the Volstead Act, which has played havoc with his bait—he never comes home empty-handed, there being several markets intervening between the fishing-grounds and his home.

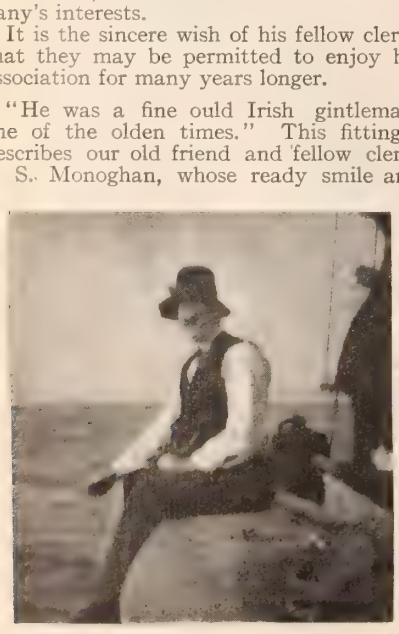
If you only knew friend Casey,
You'd know something rare and racy,
And a fisherman of note;
Who, on Summer evenings fine,
With Casey at the line,
He'd bring more fish home than one
could fairly "tote."

But this is a picture of Mr. Casey relaxing. Not a thought of coastwise business now enters his mind.

Mr. Casey is one of the Old Guard at Locust Point. He entered service at that station 18 years ago, and has been working there as a competent and conscientious employe ever since. He is affable (especially to the ladies), courteous, always approachable, and ever watchful of the Company's interests.

It is the sincere wish of his fellow clerks that they may be permitted to enjoy his association for many years longer.

"He was a fine ould Irish gintleman, one of the olden times." This fittingly describes our old friend and fellow clerk, J. S. Monoghan, whose ready smile and equally ready wit are well known at Locust Point. He prides himself greatly on his ancestry and claims that neither Miles or Casey are in the same class with him. But hist! speak it softly—for the very walls have ears—there is a deep secret between him and Miles that as yet we have been unable to fathom. But we are on his tracks and justice will be done, though Casey falls—for know ye not that Bielaski "Joe" Lubinski is on his trail. Eventually the fatal secret will be discovered.



A. B. Casey "a-fishin'" went

The Agent's force extends a hearty greeting to C. B. Forgan, our new tonnage clerk. We wish him every success.

Who is the party that calls up C. F. Ecker each morning? It must be a very pleasant person if we are to judge by the expression on his face. Look out "Charlie," she will get you if you don't watch out!



M. M. Higgs, delivery clerk, Camden Station, 50 years of service, and little grandson

Mount Clare Shops

Correspondent, Miss Mollie Albrecht
Secretary to Superintendent

We considered ourselves lucky in having such darling babies to show on our baby page as appeared in the Magazine about a year ago. How Glen ever stayed off we never will know. However, we are glad to introduce to you Miss Glen M. Miller, age 3 years, daughter of Blacksmith W. H. Miller, Mt. Clare Shops. We would be very glad to have Glen pay us a visit at Mt. Clare, as we would like that cheery smile to be just for us.

We are all hoping that the Welfare Association will arrange for another May ball this year. Last year's May ball was a success, and we want another. This is just a gentle hint, Mr. President.

There is a little messenger named "Bobby" who comes to Mt. Clare daily. We hope he will come for quite a while longer, for "Bobby" sure is a good cure for Old Man Grouch. His cheery smile is a "gloom chaser," and we all have to smile whether we want to or not when "Bobby" saunters in with his telegrams and his much-tilted hat.



Glen M. Miller and her happy smile

Below is copy of an article found in the Ellwood *Evening Ledger* of February 2, which will be of interest to Mr. Finegan's friends:

Mr. G. H. Emerson, chief of motive power and equipment; Mr. J. T. Carroll, general superintendent of motive power, and Mr. J. F. Peach, supervisor of maintenance of equipment statistics and expenses, of the Baltimore and Ohio Railroad Company, with general offices at Baltimore, Maryland, arrived in Zelienople yesterday morning on a special train of the Baltimore and Ohio Railroad, and were guests, during the day, of General Manager L. Finegan, of the American Flexible Bolt Company. They arrived on train No. 9, and spent the greater part of the day inspecting the plant, and products made there. At noon, the party were the guests of Mr. Finegan at the Welcome Inn. Mr. Finegan was formerly associated with the Baltimore and Ohio Railroad Company, being superintendent of shops, at Mt. Clare Shops, Baltimore, Maryland.

Nothing has been said of "Miss Bailey." Everybody at Mt. Clare knows and likes her, and although she hasn't been with us for such a long time, she is quite a favorite. Miss Bailey never gets peeved or excited, always takes things good-naturedly, and no matter how gloomy things are, she can always scrape up a smile. Here's hoping you like us and will stay, Miss Bailey.

Drawing-room

We are going to write a book entitled the "Trials and Tribulations of Elsie." We are sure its going to be interesting, for Elsie is going to furnish all details, and she can tell some thrilling ones! Maybe we'll make it a serial, you know—one of those "continued in the next" things that just get interesting and then stop for a week. How about it, Elsie?

Stores Department

There was a young lady named Thal,
Who was a real nice little pal;
Till Lawton passed by,
And winked his left eye,
And that was the end of the gal.

The above is the only way we can tell of the courtship, and engagement of T. V. O., of the Storekeeper's office. She is dead to everybody's charms and graces except Lawton's. She sings his praises from morning till night. We don't blame her one bit.

When Lawton is walking with her, she sees nothing, hears nothing, and knows nothing but *Lawton*. For the love of "Mike," Thal, use discretion.

Baltimore Division

Correspondent, W. H. TARR, *Superintendent's Office*, Camden Station

Philadelphia, Pa.

Correspondent, J. A. MCDEVITT, *Chief Rate Clerk*

The Divisional Safety Committee met at Riverside on Wednesday, March 9. Next meeting is scheduled for Wednesday, May 11. The interest of everyone in the Safety movement continues and the benefits derived from it are apparent to employes.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*

Naturally, the Baltimore and Ohio came in for much of the extra inauguration travel. We had several organizations from various parts of the country parked in our freight yards, among them hordes of enthusiastic "First Harding Men." The lighting display in the New York Avenue yards was splendid.

Among the organizations that were our guests at New York Avenue were: The National Educational Society, from Chicago and other western cities; the Marion Civic Club, from Marion, Ohio, whose members presented a natty appearance. We had with us also a large body of good old-fashioned "Penrose Republicans" from the Keystone State, who entered the city early in the morning of March 4 in a most jovial spirit. The Buckeye Club of Cincinnati, and a large delegation of students from the Washington, Pa., College were also among those who occupied space on our tracks.

They were full of praise for our employes who looked out for their welfare.

At a recent meeting of the Association of Oldest Inhabitants of the District of Columbia, a paper which would perhaps be of interest to oldtime Baltimore and Ohio men was read. The following extract from the *Evening Star* of Washington of March 3 gives a little insight into some of the happenings in connection with the road in the early days of its history:

History of Baltimore and Ohio Office

John Claggett Proctor read a paper on the history of the old Baltimore and Ohio Railroad office at 2d Street and Pennsylvania Avenue northwest, which was the first depot in the National Capital.

Mr. Proctor said records show the B. & O. bought the ground for the depot from John Simon, a tailor, in 1835, for $9,000. The speaker quoted from *The Star* of October 4, 1869, a story which told of a new building being erected on the site of the landmark depot. *The Star* of that date stated that for a long time trains coming into Washington stopped at Kendall Green, the passengers being transported from that point into town in stage coaches.

Foreman Mathews had almost forgotten the incident that called forth the appreciation of one of our "customers," as evidenced in our "Honor Roll" for this month, but he is justly pleased to receive the service record. This emphasizes the fact that courtesy to the patrons of our Road is an asset of which each employe should endeavor to acquire a large stock. "Safety First" can be as well applied to the treatment of those who approach us on business matters, as in avoiding physical injuries. Who knows but that at some time one of us may fall heir to a fortune because he helped some one with his overcoat?

The following is a copy of an old freight bill issued in the dim past:

BALTIMORE & OHIO R. R.

Washington, Mch. 14th, 1872

J. W. Boteler Bro.

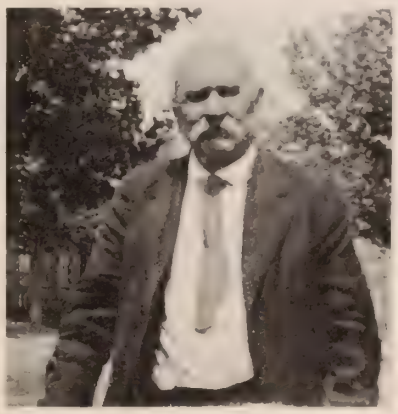
TO FREIGHT ON—

Cask	Barrel	half do.	Keg	Box	Bale	$ 50
Trunk	Bag	Crate	Basket	7 Bundle		2 24
				Charges		
		Received Payment				$ 74 21

No. Car 140 ... for the Agent $2 95

How different from the present elaborate form of freight bill!

Our hearts are full of sympathy with our long-time fellow employe, Yard Delivery Clerk Paul K. Lee, whose father, George W. Lee, passed away on March 3, having been a sufferer for a long time from various ailments which finally resulted in pneumonia. Mr. Lee had attained the ripe old age of 76 years, and was well respected by all. He was a member of Camp 171, Confederate Veterans, and left many sorrowing relatives and friends, both in this city and in Richmond, Va., to whom we extend our sympathies.



The late George W. Lee

In connection with the "drive" for new business that all of us can take a hand in, your correspondent called attention to this matter in the February issue of the MAGAZINE. One of the patrons referred to had occasion to get off at Braddock, Pa., on his trip to Pittsburgh. Circumstances compelled him to make the return journey over another road, but on his return he told the writer that if he should have an opportunity to make a similar trip, he would "hunt all over Pittsburgh" for the Baltimore and Ohio Station. The knowledge that a certain large church in this city was going to have a new organ installed came to the writer's attention, and although the traffic officials here were immediately notified of the fact, we were just too late for that shipment. The organ had already been shipped by a boat line from Boston.

However, the people interested in the matter have been made acquainted with the fact that the Baltimore and Ohio Railroad is in business at the same old stand, and can take good care of any future shipments that may come along.

So "TOOT YOUR HORN. IF YOU DON'T SELL A CLAM AT THE FIRST TOOT, TRY AGAIN!"



24th and Chestnut Streets, Philadelphia, Pa.

Miss Anna Boyle, telephone operator, was married on January 24 to Charles Cassidy. They spent their honeymoon at Atlantic City, N. J.

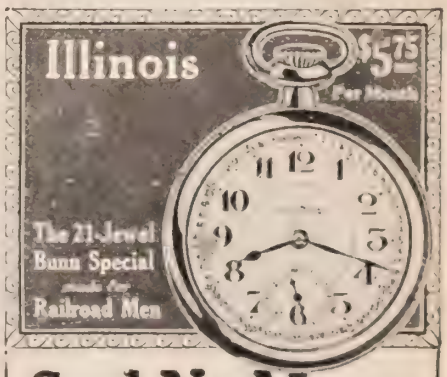
East Side, Philadelphia, Pa.

C. W. Wilson, agent, is wearing a perpetual smile. No wonder. The revenue figures for January, 1921, showed an increase over January, 1920, of $62,940.71. This is good work.

Car 13300, loaded with butter, left Kansas City, Mo., February 19, and arrived East Side, Philadelphia, 10.00 a. m. on February 25. Car promptly floated up the river from Pier 62, South Philadelphia, to Pier 12, North Philadelphia, and delivery taken at 1.25 p. m. on the 25th.

Pier 78

Since March 1, 1920, we have handled over 10,000 tons of wood pulp at our Pier 78.



Send No Money

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold, non-magnetic. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

After Trial a Few Cents a Day

The watch comes *express prepaid* to your home. Examine it first. Only if pleased, send $5.75 as first payment. Wear the watch. If not entirely satisfied in any respect return it within five days and your money will be refunded. If you keep it, send only $5.75 a month until $23.00 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "Send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 128-page catalog, No. [illegible], shows more than [illegible] bargains in diamonds, watches and jewelry. Write for it NOW.

J. M. LYON & Co. { Dept. } 1 Maiden Lane { 1914 } New York City



A part of the office force at Pier 22

We handled 135 cars of cord wood and cork waste at Pier 78, Philadelphia, during the month of August, 1920.

Destination Sweden, for export: 46 carloads agricultural implements (one train); 4 carloads tractors from Milwaukee, Wis.; 10 cars. Total 60 cars loaded on S. S. Braeholm loading at Pier 78. Made remarkable time, left Chicago, Ill., on Sunday, January 16, 1.37 a. m., arrived East Side, Philadelphia, on Tuesday, January 19, 1 a. m.

October, 1920, to December we handled 200 cars tobacco for export at our Piers 78 and Belt Line Pier 40, south. We have a similar movement to be handled for March and April.

We regret to announce the death, on February 25, of Louis S. Rogers, son of L. A. Rogers, agent, 24th and Race Streets. The young man had suffered for a long time with spinal trouble, which finally resulted in his death. He bore his suffering with great fortitude and cheeerfulness. He was a general favorite with the hospital people while there. Mr. Rogers has the sincere sympathy of all who have been associated with him.

Race Street

Agent Rogers at Race Street is in receipt of a nice letter of thanks and appreciation of Baltimore and Ohio methods in general and Mr. Rogers' alertness in particular in the matter of a stolen automobile, which was recovered and turned back to the Auto Company in Ohio. Mr. Rogers observed an Ohio licence tag on the car and started an investigation.

Pier 22

We present to our readers several photographs of some of the members of our office force. In the picture of the girls we find the following, left to right: Standing—Mrs. H. Warrington, Mrs. Wederman, Miss M. Mooney, Miss M. Blackburn, Mrs. Hatterer, Misses N. Carter, A. Murtha, M. Maguire, B. Berkovitz, J. Brittingham, M. Mooney. Kneeling—Misses H. Dean, Townsend, Helen McDevitt, A. Schnupp.

The boys are: Standing—David Alten, W. Eppeheimer, George Gallagher, John McKenna, E. Connelly, John Maher, William Lafferty, R. Carson, W. J. Hallahan. Kneeling—William Morrison, E. F. Wells, J. A. McDevitt, C. Auld, F. Shepherd, E. T. Carrigan. Foreground—D. Grad.

In the other large group we see: left to right, standing—Mrs. H. Warrington, Miss Helen McDevitt, R. Carson, J. Robinson, Miss Mooney. Kneeling—J. A. McDevitt, Miss Helen Dean, Miss A. Murtha, Charles Auld, John Maher.

Small insert—Michael Torpy, clerk, and J. Robinson, patrolman.

"Sam" Hutman, manifest clerk, is now taking a physical course at "Jack" O'Brien's studio, and in a short time will be ready to take on all comers in boxing at 160 pounds.

Cumberland Division

Correspondents

E. C. Drawbaugh, *Division Operator*
Ruth M. Cheuvront, *Office of Mechanical Engineer*
John Sell, *L.P. Clerk, Superintendent's Office*

Here is a good likeness of Coal Billing Agent W. Stoner Beggs and son, of Cumberland Scales. When the "Black Diamonds" are not passing over the scales too rapidly, Mr. Beggs sometimes motors out for a little recreation. This picture was snapped on such an occasion.

The beautiful springlike weather we have been having has caused the baseball fever to rise early this year. While definite arrangements have not been made for a system championship series, at the same time our local boys are looking forward to putting a strong team in the field. "Hotty" Spearman, file clerk, Superintendent's office, is right on the job when it comes to playing ball, and keeps Manager McGinn posted on the prospects. While the loss of our star twirler, "Lefty" Fike, who goes with the Baltimore Orioles, will be felt, we still have the balance of the team who were successful as pennant winners in the past, and with the new recruits developed last season, will be able to put a good combination in the field.

Night Chief Dispatcher J. A. Miller, better known as "Jake," states that he finds more pleasure in motoring to his old home town, "Sandy Hook," since the state roads have been macadamized through that busy little metropolis, although he has some trouble dodging the goats across from Harpers Ferry.

Water Station Foreman C. A. Wigal recently assisted the Police Department in making an important arrest by use of his Speeder. "Charlie" is being congratulated by his fellow employes for his bravery.

Agent J. T. Goldsborough, Romney, has been on the sick list for several weeks, and his many friends and fellow employes are glad to hear that he is rapidly improving, and expects to be back on the job shortly.

The artificial silk plant of the American Cellulose and Chemical Company, just west of Cumberland, is rapidly nearing completion, and will be in operation shortly.



W. S. Beggs and little son



C. W. Jackson and "Pop" Bratt

The accompanying photograph will introduce C. W. Jackson, boilermaker foreman, Cumberland roundhouse (clad in overalls), and our general foreman, A. W. Bratt, known to all as "Pop."

The big Kelly-Springfield Tire Plant at Cumberland, recently completed, expects to start operation in the near future. This will be quite an important industry for Cumberland, as well as contributing a good freight and express business over our line.

While the inauguration movement was not as heavy this year as in the past, at the same time, it was handled in a very creditable manner, all through and special trains being moved on time over the division.

NOTICE.—Employes in train and engine service may obtain copies of the BALTIMORE AND OHIO MAGAZINE at the check room of the Y. M. C. A., South Cumberland.

Assistant Trainmaster C. M. Gearhart has been transferred to the west end of the Cumberland Division, with headquarters at Newburg, W. Va.

Robert C. Childers, who has held the position of division claim agent with headquarters at Cumberland for the past four years, has been transferred to the New Castle Division, in the same capacity, with headquarters at Youngstown.

The many friends he left on the Cumberland Division wish him the same success in his new territory that he had here.

He is succeeded at Cumberland by Paul C. Garrott, who, during the war, was located at Hagerstown, Md., and later at Rockwood as division claim agent. He is assisted at Cumberland by K. P. Cline, who was transferred with him from Rockwood.

J. C. Peddicord, who assisted Mr. Childers at Cumberland, has been transferred to Rockwood.

The Baltimore and Ohio Shop Band gave a musical entertainment in the Strand Theatre at Cumberland on Easter Sunday at 8.30 p. m. The entertainment was much enjoyed by a large audience.

Recently there has been more or less vocal effort from some individuals around the terminal, proclaiming their ability as duck pin artists. This idea prevailed until the superintendent, together with several others, took the so-called artists to the Savoy Alleys for a demonstration. Since that time the stillness has been oppressive.

Keyser

Correspondent, HARRY B. KIGHT

It is with deep regret that we report the death of one of our Cumberland Division engineers, Patrick M. Casey.

Mr. Casey was stricken with pneumonia a short time ago, and on February 23 succumbed to the attack. His body was taken to Oakland, and the funeral took place from the Catholic Church in that city, interment being in the Catholic cemetery.

The Brotherhood of Locomotive Enginemen and Firemen attended the funeral in a body.

We extend to the bereaved family our heartfelt sympathy.

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

Let's Go!

Let's Go! Why can't we? Who started this depression? Let's Go! With might and main, with all the wheels of industry turning, with trains loaded to capacity running continuously, with shops operating day and night, and with work for all, everybody busy, everybody happy and business good.

Ties! Ties!! Ties!!!—1,000,000 Ties.

We have in our yard now 1,000,000 ties, 200,000 more than ever before at any one time. We have ties piled on every available space and wondering where we will pile them next. Any wonder we dream of ties, occasionally?

One million ties, entrusted to our keeping! What capital they represent—what responsibility!

While we did not quite succeed in breaking the previous January high record for ties treated, February's record of 82,879 ties made in 1916 and which has stood for five years, was shattered by almost 10,000 when we treated 92,282 ties during February, 1921. Let's Go!

Our heartiest congratulations go with these notes to our Charleston Division

This Man *Wouldn't* Stay Down



He was putting in long hours at monotonous unskilled work. His small pay scarcely lasted from one week to the next. Pleasures were few and far between and he couldn't save a cent.

He was down—but he *wouldn't stay down!* He saw other men promoted, and he made up his mind that what they could do *he* could do. Then he found the *reason* they were promoted was because they had special training—an expert knowledge of some one line. So he made up his mind that *he* would get that kind of training.

He marked and mailed to Scranton a coupon like the one below. That was his first step upward. It brought him just the information he was looking for. He found he could get the training he needed right at home in the hours after supper. From that time on he spent part of his spare time studying.

The first reward was not long in coming—an increase in salary. Then came another. Then he was made Assistant Manager. Now he is Manager with an income that means independence and all the comforts and pleasures that make life worth living.

It just shows what a man with ambition can do. And this man is only one out of hundreds of thousands who have climbed the same steps to success with the help of the International Correspondence Schools.

What about *you?* Are you satisfied merely to hang on where you are or would you, too, like to have a real job and real money? It's entirely up to you. You don't *have* to stay down. You *can* climb to the position you want in the work you like best. Yes, you can! The I. C. S. is ready and anxious to come to you, wherever you are, with the very help you need.

Surely when you have an opportunity that means so much, you can't afford to let another priceless hour pass without at least finding out about it. And the way to do that is easy—without cost, without obligating yourself in any way, mark and mail this coupon.

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BOX 8493-B SCRANTON, PA.
Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

☐ LOCOMOTIVE ENGINEER	☐ TRAFFIC MANAGER
☐ Locomotive Fireman	☐ BOOKKEEPER
☐ Traveling Engineer	☐ R. R. Agency Accounting
☐ Traveling Fireman	☐ R. R. Gen'l Office Acc'ting
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ Cert. Public Accountant
☐ Round House Foreman	☐ BUSINESS MANAGEMENT
☐ Trainmen and Carmen	☐ Private Secretary
☐ Railway Conductor	☐ Business Correspondent
☐ MECHANICAL ENGINEER	☐ Stenographer and Typist
☐ Mechanical Draftsman	☐ SALESMANSHIP
☐ Toolmaker	☐ ADVERTISING
☐ Machine Shop Practice	☐ Railway Mail Clerk
☐ Gas Engine Operating	☐ CIVIL SERVICE
☐ CIVIL ENGINEER	☐ ELECTRICAL ENGINEER
☐ Surveying and Mapping	☐ Electrician
☐ R. R. Constructing	☐ Electric Wiring
☐ Bridge Engineer	☐ Elec. Lighting & Railways
☐ ARCHITECT	☐ Telegraph Engineer
☐ Architectural Draftsman	☐ Telephone Work
☐ Ship Draftsman	☐ MINE FOREMAN OR ENG'R
☐ Contractor and Builder	☐ Stationary Engineer
☐ Structural Engineer	☐ AUTOMOBILES
☐ Concrete Builder	☐ Good English ☐ Spanish
☐ CHEMIST	☐ AGRICULTURE ☐ Math'les
☐ Pharmacy	☐ Poultry Raising ☐ Banking

Name _____
Present Occupation _____ Business Address _____
Street and No. _____
City _____ State _____
Canadians may send this coupon to International Correspondence Schools Canadian, Ltd., Montreal, Canada



Former Agent F. Keller, Express Agent "Bill" Holiday, Helper "Bill" Wynkoop and "Dal" Foley

correspondent, M. W. Jones, on his extreme good fortune, the reward of honest effort. To be presented with a set of Harvard Classics would make any man's heart swell with pride. What grander gift to the book lover and knowledge seeker?

When we read of Mr. Jones' good fortune in our January MAGAZINE we got out the little circulars we have been cherishing for many a day of these famous volumes in the hope that sometime we too might boast similar proud possession of them and carefully looked them over again and wished our real congratulations to Mr. Jones.

When our supply of the MAGAZINE is received, the copies are brought to the office and marked with employes' names before distributed, checked off on employes' list, oldest and most interested employes served first, one oftimes for several employes who live under one roof. Visitors never find a discarded MAGAZINE lying around the Plant. Inquiry shows several who have saved every copy received; others send them to friends after reading.

In our quest for items of interest we have invited cooperation of our operators and station force, local section foremen and others to contribute. There are not many of us all told here and the help of all is needed.

We regret that our accidents have increased this year, although the majority have been more or less of a minor nature, resulting in but little inconvenience to employes, a few have been serious.

Tieman W. E. Landes was first this year, with a badly mashed finger. Others who are off duty account injury include Tieman Hans Fostel, lacerated hand; "Joe" Joseph bruised hand; "Joe" Loknar, finger severed, and Yard Foreman H. W. Gross, who fractured an ankle bone jumping into depressed loading pit.

Switchman D. H. Talley resumed his duties on March 7 after a layoff with a badly lacerated hand in making couplings on December 21.

W. W. Wood, chief of the Welfare Department, was among our February visitors. We only wish we had the facilities for organizing a Community Welfare Club and envy those communities who do.

We deem the good work of Mrs. E. Allen, wife of our night foreman, among the children, worthy of mention and regret that she was unable to continue. Mrs. Allen organized a "Quiet Hour" for the children. This was held in her home every Sunday afternoon and it was a pleasure to observe the interest and to see the little ones coming from Mrs. Allen's talking of "Quiet Hour" work. We hope that Mrs. Allen will find time to devote to this again.

Treating Inspector M. M. Rabourn was called to Terre Haute in February to relieve Inspector Von Leer, who was called home because of the death of an uncle.

The Finney (Ohio) Plant of the Central Creosoting Company, with Treating Inspector C. L. Kittle in charge of Baltimore and Ohio interests, has been breaking all previous output records by wide margins. Best wishes, Carl, we knew you could do it.



J. H. Robinson, laborer, and Gang Foreman "Ike" N. Saville

J. H. Waterman, superintendent timber preservation, C. B. & Q. Railroad; A. R. Joyce, vice-president, and Mr. Watkins, Jr., of the Joyce Watkins Tie Company, accompanied by E. Stimson, chief engineer maintenance, and F. J. Angier, superintendent timber preservation, made an inspection of the Plant on February 24. The gentlemen from the other companies were well pleased, placing our Plant high on the list. That's where we want to stay.

During the time of the big snow, a number of delightful sledding parties were enjoyed in this community through the courtesy of A. W. Kline. Space forbids listing them, but don't stop reporting such items on this account; hand them in.

Birthday Party

Mr. and Mrs. G. W. Robinson entertained a number of young folks at a birthday party in honor of their daughter, Mrs. J. C. Alexander, on the evening of February 12. Various games, cards, music and a delicious luncheon were provided.

Mrs. Alexander got many useful and beautiful presents. Among those enjoying the evening were: Misses Geneva Kline, Elizabeth Sisler, Frances Twigg, May Teeters; Messrs. H. M. Whitford, Henry Smith, Harvey Smith, Burton Short, Millard Kline, Earl Robinson, Jesse Robinson; Mr. and Mrs. R. G. Brown, Mr. and Mrs. J. C. Alexander, Mr. and Mrs. E. E. Alexander, Mr. and Mrs. G. W. Robinson. Among those sending remembrances but unable to be present were Mr. and Mrs. A. E. Irving, Misses Hazel Crabtree, Minnie Catlette, and W. F. Kesler. We join her friends in wishing Mrs. Alexander many happy birthdays.

We note that Supervisor J. Clay won the prize for the best Supervisor's District on the Cumberland Division, East End. We knew he had something up his sleeve. Congratulations "Jim"! May you win again.

The accompanying photograph, taken before the war, has been handed in under "When Business Was Good at Green Spring." The men are: former agent, Frank Keller; former express agent, "Bill" Holliday; and former helpers, "Bill" Wynkoop and "Dal" Foley, in other positions now.

GREEN SPRING, W. VA., February 14, 1921.

To My Friends:

I do wish to express my deep appreciation and thanks to all those who so kindly contributed to the fund presented me yesterday. It was a big help in an hour of sickness and need. W. D. FOLEY.



Reunion of Davis family

Acting Treating Inspector and Mrs. A. E. Irving announce the birth of a son, Charles Richard Irving, on March 3.

The two Plant employes shown herewith are Extra Gang Foreman I. N. Saville and Laborer J. H. Robinson. "Ike" first entered service in 1885 and has been at the Plant since it began operation in 1913. He is a member of the Martinsburg Chapter, Veterans' Association.

Our newlyweds, Mr. and Mrs. R. Montgomery and Mr. and Mrs. Harl Cosner, were the victims of the usual custom of the Plant, given beautiful sets of silverware as wedding presents, a material evidence of the good wishes of their Tie Plant friends.

Who's next?

Mrs. D. H. Talley

The grim reaper continues his work in our little community.

It was on Sunday, February 20, at the Alleghany Hospital, Cumberland, Md., where she had undergone an operation, that Mrs. Gettia Elizabeth Talley, wife of Switchman D. H. Talley, heard and answered the last summons.

Mrs. Talley, youngest daughter of John and Mary Didawick, was born at Hanging Rock, W. Va., on January 20, 1888. She and D. H. Talley were united in marriage on March 17, 1906.

Mrs. Talley was a devout Christian having united with the Presbyterian Church in her girlhood, and knew no fear.

Funeral services were in charge of her pastor, Rev. J. H. Chandler. Interment was made in Indian Mound Cemetery, six of her nephews acting as pallbearers.

The heartfelt sympathy of his many associates and friends is extended Mr. Talley in his great sorrow.

Martinsburg Shops

Correspondent W. L. Stephens

J. H. Copenhaver, riveter, Bridge Shop, and one of our oldest employes in length of service, was compelled to go to the King's Daughter's Hospital in order to have a tumor removed from his side. With Spartan courage "Joe" walked to the hospital, withstood the operation, and calmly walked home, where he is now recovering and resting from the ordeal. "Joe" has followed the fortunes of the Baltimore and Ohio for over 40 years, and he is capable of more years of efficient service.

In the accompanying photograph we find three veteran employes, their two sisters, and the families of each.

George W. Davis, tender builder, Mt. Clare, entered the service in 1896; John W. Davis, boilermaker, Martinsburg Shop, entered the service in 1897; Charles G. Davis, machinist, Martinsburg Shop, entered the service in 1900, a combined service of 69 years. These three, together with their sisters, Mrs. Eva Zachow, Baltimore, Md., and Mrs. C. C. Rutherford, Martinsburg, with their families, gathered at the home of Mrs. Rutherford on February 13 for a family reunion. This was the first time in 18 years that the five have met together. A good old country dinner was the feature of the occasion. The day was thoroughly enjoyed. May these veterans and their families enjoy many such reunions, and may the spirit of brotherly love continue to dwell in their hearts and make possible many more such happy meetings.

In the photograph, left to right, front row: Mrs. Eva Zachow, George W. Davis, John G. Davis, Mrs. C. C. Rutherford, Charles G. Davis. Back row: Mrs. George W. Davis, Mrs. J. G. Davis, C. C. Ruther ford, Mrs. Charles G. Davis. The younger members speak for themselves.



PRICES CUT TIRES Guaranteed 6000 Miles

Sensational reduction in prices positively makes this greatest tire offer we ever made. Never before such low prices on our special reconstructed double tread tires. Unequaled in price, quality and workmanship. Save repairs—no trouble—practically puncture-proof. Customers report 7,000 to 10,000 miles' service. We guarantee you 6,000 miles—adjusted on standard mileage basis. *No catchy offer—no free tube—just all quality and lots of it.* **Compare these low prices. Reliner free with each tire.**

Size	Tires	Tubes	Size	Tires	Tubes	Size	Tires	Tubes
30 x 3	$5.30	$1.50	33 x 4	$8.30	$2.50	37 x 4½	$12.20	$3.10
30 x 3½	6.30	1.60	34 x 4	8.60	2.60	35 x 5	12.40	3.50
32 x 3½	6.80	2.00	34 x 4½	9.90	3.00	36 x 5	12.60	3.60
31 x 4	7.70	2.20	35 x 4½	10.80	3.10	37 x 5	12.70	3.70
32 x 4	8.10	2.40	36 x 4½	11.40	3.30			

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Order Now. State whether S. S. Clincher, plain or non-skid. You may take 5% discount from above prices for cash with order, or send $2 deposit on each tire and $1 on each tube, balance C. O. D. Tires shipped subject to examination.

SERVICEABLE TIRE COMPANY 126 E. 33rd St., Dept. 240, CHICAGO, ILL.

Pittsburgh Division

Correspondents

E. N. Fairgrieve, *Car Distributor*, Office of General Superintendent

Elmer H. Stoltz, Pittsburgh Freight Station

The Pittsburgh Division employes have been having some very enjoyable times together.

The Welfare Department is one of the leading attractions from the social standpoint, and every clerk in the Pittsburgh Division will enjoy membership. You have to be present at one of the meetings in order to appreciate it. There is no goat to ride in order to be a member, so come out, put your shoulder to the wheel and make our Welfare Department a wonderful success. You may also get acquainted with your fellow employes. By the way, this is where I got my start.

The employes of the Pittsburgh Division who participated in the Cumberland trip wish to take this opportunity in thanking the officials of the Pittsburgh Division for their courtesy extended to the employes in securing a "private car" to transport them to Cumberland. We had one of the grandest times that *anyone's heart* (do you get that?) could wish for.

The Pittsburgh Freight Station claims to have the best duckpin bowling team in the "Baltimore and Ohio City League," having remained in *first* place during the entire season which closes on April 12 to be followed by a banquet, April 19. Other league leaders please take notice for games.

Pittsburgh's Motto:

WORK LIKE—HELEN B. HAPPY.

We hope the other stations and divisions will adopt the same motto. Don't rest—you have a long rest coming.

Notice to Readers

Watch the space in the May issue for employes of the Pittsburgh Division who have been in the service of the Baltimore and Ohio Railroad from 20 to 55 years and who are still in the service, still boosting the Baltimore and Ohio.

Glenwood Shops

Correspondent, Frank Rush

It was with regret that we learned of the accidental death of machinist "Al" Brackney, employed in the back shops. Mr. Brackney was well known throughout the shops and was well liked by all.

J. P. Kane, blacksmith foreman, has come into the Hall of Fame. Recently, while two of our employes were standing on track and a passenger train was approacjing, Mr. Kane lifted one of them off the track just in time. Had it not been for Mr. Kane probably both employes would have been killed.

We were sorry to lose our storekeeper R. R. Jackson, who has been transferred to district storekeeper. We also welcome C. A. Marshall from Glenwood. "Doc," as he is known at Glenwood, has many friends in this vicinity. Ask the girls.

We were sorry to hear of the injury to E. L. Hopkins, assistant machine foreman at Glenwood. We hope he will get along O. K. and will soon be back on the job.

Hello "Tom" McCusker, how's the traveling over in Duquesne? Pretty near time to hook up; how about it?

We have a fine lot of cranemen, all they do is hand you the hook all day.

Mr. Baker is a fakir,
That we all agree,
But when you ask him how to maker,
Then he sure knows how to fakir.

The January Magazine said that some of our people along the road are patting themselves on the back because of clean shops and orderly platforms. Though you haven't heard much about our good stuff, just come around and call our bluff.

B. Rush has a fast name, but he wont B. Rushed. Gee, how we wish he would be on material!

Mr. Howe has talked to us workman several times and we appreciate what he has said. Why not give us more talks, Mr. Howe?

Save

All along the road they say, "Don't forget 50 per cent."

Take time and save material.

By saving material, we can work this shop full force.

A dollar's worth of material saved means a dollar more to spend on labor ask your foreman.

Breaking drill means $8.00 lost, which could have been spent on labor. So be careful.

Glad to see note in from Connellsville about the beautiful girls at that point. However I bet they do not have anything on the girls at Glenwood for looks. How about it girls? Get busy and turn some of your photos over to the correspondent.

Born to Wreckmaster and Mrs. R. W. Burchell a bouncing baby boy. Both mother and baby are doing well.

The Master Mechanic's office is not quite so cheerful as it might be, owing to the absence of Stenographer Jane Passmore, who has been ill for the past three months. We sincerely hope to see her smiling face with us soon again.

It is with regret that we announce the resignation of former master mechanic, W. C. Burel, who has left the service of the Company. The employes in Glenwood roundhouse took this occasion to present Mr. Burel with a handsome watch and chain to which was attached a beautiful K. T. charm.



A spot on the Monongah Division at the termination of the Wheeling and Connellsville Divisions

We also take this occasion to welcome our new master mechanic, C. E. McGann, formerly of Benwood. With the new position, we understand he has recently become a benedict. We extent our earnest congratulations, and wish him success in his new position.

Monongah Division

Correspondents

E. S. Jenkins, *Secretary to Division Engineer*, Grafton, W. Va.
Vernon A. Lyon, *Assistant Ticket Agent*, Clarksburg, W. Va.

Fairmont, W. Va.

The accompanying photograph shows part of track and yard layout, with a few of the interlocking switches and signals at "WE" Tower, Fairmont, W. Va., west end Fairmont yard. The Monongah, Wheeling and Connellsville Divisions terminate at this point.

The Operators at "WE" Tower are H. F. Farlow, J. M. Stiles and L. B. Ferrell. Signal Maintainer is A. O. Bee, who was the photographer.

Here is "Fred" Brummage, one of our conductors, who played a fine part in the "Sunday" campaign at Fairmont on Railroaders' night. "Fred" says he has better clothes (we do not know); but never mind the clothes, just admire his one-sided smile and live up to his motto, "Keep Smiling."



"Fred" Brummage

"Safety First"

If a chicken smiles at you,
Safety First;
Please be careful what you do,
Safety First.
You may not mean any wrong,
She's but one girl in a throng,
But your wife may come along,
Safety First.

This is my advice to you:
Safety First;
Always to your wife be true,
Safety First.
Chickens have been known to flop,
And if wifey gets the "drop"
Beat it to the woods, old top,
Safety First!

From "Him" book of Fairmont, W. Va., Rotarians.

Ohio River Division

Correspondent, Maude M. Moore

Parkersburg, W. Va.

The local Baltimore and Ohio bowling team left on March 19 to enter the A. B. C. Tournament, which was held at Buffalo, N. Y. The team is composed of C. Cooper, C. Farrell, R. Augustine, T. Barnum and F. B. Bailey. They are all employes of the Baltimore and Ohio, and each one averages between 175 and 200. Bailey, who is leader of the team, has broken several records in the city; his average is above 200. They will try hard to win some of the honors, but if they fail to do this, they will make some of the professionals wake up and fight hard. Every member of the Baltimore and Ohio is enthusiastic about this tournament, as well as many outsiders who know of the ability of the team. We will let you know in next month's column of their success.

J. A. Shiffgen from Dayton, Ohio, a well-known Baltimore and Ohio man, will be the new general foreman at the Ohio River Shops, vice J. R. Hoban.

If you wish to know how quickly Lieutenant Boice can say $5.00 and costs for running a Ford, ask Norman Harrison.

It will be remembered that in last month's column we gave you the line-up as well as the scores of the two teams organized at Parkersburg in connection with the "System Bowling League." These two teams bowled regularly each week, but we are sorry to say that the League as a whole was a complete failure. Parkersburg was one of only two points on the entire System to actually start bowling, with the exception of Baltimore, where they had an Independent League.

The Safety Rally, which was held at Parkersburg on February 15, was a complete success from the minute the entertainment began at the Y. M. C. A. until the last chords of "Home Sweet Home" were played for the dance at the Elks' Club. We enjoyed having General Superintendent J. M. Scott with us. His address, as well as the address of Mr. Broderick, as very helpful and instructive.

Of course we know that the Girls' Basketball tournament was held at Spencer on the 11th and 12th, but we do not think that was the attraction for Roy Arnold, motive power timekeeper. We all know that the tournament is held only once a year, and that will certainly not account for the monthly trips.

Mr. Catt, division accountant: "What is this item in your expense account, Mohler, 'Incidentals, $10.00'?"

Mr. Mohler, inspector of accounts: "Oh—ah—er—that's inside-dentals; I had some jaw teeth filled."

Charleston Division

Correspondent, M. W. Jones, *Secretary to Superintendent*, Weston, W. Va.

In our notes last month, mention was made of the sad accident resulting in the death of Engineer "Jack" Phillips. Here we show his picture, taken with his wife and child.

A recent visitor at Weston was H. H. Marsh; general freight agent, Wheeling. Mr. Marsh spent a few hours here in company with Superintendent Trapnell and Division Freight Agent Strachan in connection with traffic matters.

We are glad to note that Dispatcher C. H. Carpenter, L. Plum and C. L. West are again holding down their jobs after short absences due to illness.

The "No-Accident Campaign" pennant, won by the Charleston Division, is now flying at Division Headquarters. A photograph of the "Pride of the Charleston Division" on its flag pole is shown in our column of honor this month.

Here are a few questions we would like to have our friends on the Charleston Division answer. They cover a wide field and a variety of subjects, and the answers give a clue to important events in our territory during the past month.

Why did the superintendent and the division engineer quit smoking?

Why is the chief train dispatcher so familiar with Second Street, Weston?

Why does W. H. Longwell always fall for a "king"?

Why do the Gauley Line firemen like the Weston-Grafton local better than other trains?

Why does Madge always have a date on Wednesday night?

Why does Fireman D. E. Rohrbough make so many trips to the postoffice?

Why did Madeline quit smiling for a week?

Why did "Peggy" quit chewing gum?

What does the division accountant like to do better than anything else?

Why does the assistant division engineer find so much business in the Weston shop office?

Why does the assistant chief clerk always chew stogies; are they better than chewing the "rag"?

Why is Ethel so fond of Gassaway?

Why has Viola lost interest in Grafton?

Why are Cora and Alice so much interested in engine 2010?

Why doesn't Miss Justice learn to dance; is it because her advertisement in the Magazine a short time ago failed to get results?

Why does not Bernadine bring her auto to the station any more; has she decided to walk during Lent?

Why did the chief clerk go to Church *one* Sunday during the past month?

Why does McOsker like Seymour, Ind., better than Weston, W. Va.?

Will "Roy" explain his opinion of the difference between Gassaway and Weston? (This to be done on a Sunday when he is at home here alone and wifey is visiting her folks.)

J. A. Fisher, for some years cashier of the Weston Freight office, has been appointed agent and general yardmaster at Weston vice J. P. Ryan, resigned. Congratulations are extended to Mr. Fisher on his promotion.

The Charleston Division Safety Rally and entertainment at the High School Auditorium, Weston, on February 17, was a

great success in every way. The auditorium was packed, some 1200 Railroad men and their families and friends being present. At the appointed hour the Charleston Division band opened the proceedings with a pleasing overture; and, with Mrs. M. W. Jones at the piano, this was directly followed by the singing of our own beautiful "America" by the audience.

Superintendent W. Trapnell explained the object of the meeting in his characteristic cordial manner, and welcomed every one in the audience. E. V. Shorr sang a solo, with Miss Borneman as his accompanist. Walter Edwards sang a solo, and Bernard Armstrong played the violin. A quartette composed of Misses Hilda Jeffries and Emma Vassar, Mr. W. L. Sheets and Dr. Beddow, sand a pleasing selection, which called forth an encore. The old-time war song, "There's a Long, Long Trail," with words on the screen, sung by the audience, concluded the musical part of the program. A. G. Gans, the Safety Magician, gave the children a delightful quarter of an hour by his clever tricks, after which Superintendent J. T. Broderick, who had come from Baltimore to be present with us, gave an interesting talk on Safety work. This was followed by the new motion picture, "Bulletin 70," which shows the results of carelessness, and made a deep impression on the audience. The band, which was a delightful feature of the entertainment, closed the evening with another selection. The scene then changes to the Masonic Temple, where about 500 people, to the music of Borneman's orchestra, spent a very enjoyable three hours dancing. Among those prominent on the floor were Superintendents Broderick and Trapnell, and they certainly seemed to enjoy the dance.

The committee in charge of the arrangements wants to thank all those who so kindly helped to make the evening a success. As some one in the audience remarked, "Mr. Trapnell draws a bigger crowd than anyone else except 'Billy' Sunday."

Richwood, W. Va.

After long and hard work, the correspondent has finally managed to draw some news out of the town of Richwood, which is about the heaviest shipping point on the divison, and should therefore be heard from. When the Richwood paper mill's passenger train gets down in front of the Baltimore and Ohio station, with Saxman's engine standing back of it, and the Cherry River Boom and Lumber Company's 18 with a string of logging cars, while our own local is weighing a train of lumber, and the Lumber Company's engine No. 9 is shouting for empties, then Richwood looks like a real town, bearing a slight resemblance (if you have a good imagination) to Baltimore or Pittsburgh. They call them "Hemlock savages" because they are up in the wilds, but even at that they feel they are the sole excuse for the existence of the Richwood Branch. Some modesty, what?

There is a fine little Charleston Division family up there in the woods, from Agent J. M. Davis down. Conductor Caines, of the local, for instance, sometimes known as "Dar-Daniel" for reasons known up there, is one of them. "Bob" Williams brakes for him, and life is never dull when this picturesque couple is on the job.

Miss Lucille Grey Pierson is another of the family. She refuses to answer her first name, but will come running at the call of "Grey" or "Jiggs." She is the yardmaster, weighmaster, bill clerk and all-around good fellow. Her confidential friend and working companion is "Shorty," otherwise Miss Hazel Sowards, who makes out freight bills and such things.

"Pop" must not be forgotten. His real name is "Tom" Meadows. He handles the money, and sits in his cage back of a fence. He also sells you a ticket to Cranberry, St. Louis, Chicago or any old place you want to go.

We have a sort of a step family at Richwood. They are the crews of the Cherry River Boom and Lumber Company's engines 18, 15 and 13. They run on our road between Richwood and Camden-on-Gauley, with their long trains, and are a part of the Charleston Division while on our rails. Speaking generally, the Cherry River Boom and Lumber Company's boys are about as fine a set of people as you will find anywhere on the System, from top to bottom. They are always ready to give us a hand when we need it, and we try to do the same for them.

Many years ago, we wont say how many, in the town of Ritchie, W. Va., there was born a little boy named "Mike" Harrington. Along in February, 1880, this little boy had grown up to such an extent that he was able to go to work, and he did, for the Baltimore and Ohio as a trackmen. Along in 1890 he was made a track foreman, and on October 1, 1905, a supervisor, which position—after 41 years of honorable service—he holds today as efficiently as ever, and to the entire satisfaction of his superior officers. On his record there is but one mark. It is this. In 1919, "Mike" was riding on train 65, when the fireman was taken sick. "Mike" immediately volunteered and fired the engine, bringing train 65 successfully into Weston, averting a long and annoying delay to the passengers. He was commended by his superiors for his good work and this proof of his interest in the Company's business. We take pleasure in showing with our notes this month a photo of Supervisor M. J. Harrington, a real old-timer, a real member of the loyal Charleston Division Baltimore and Ohio family, an honest, hard-worker, beloved alike by his superiors and his subordinates, and every inch of his over six feet a "Real Man."

The chief train dispatcher has requested us to advertise in the MAGAZINE for a package containing "30 bolts" which escaped from the telegraph wires some where between Gassaway and Charleston. Full particulars may be obtained by inquiring from a certain young lady in the Superintendent's office. The loss is a serious one, and proper reward will be given to the finder, or to the one giving information which will lead to the capture of the bolts, to the young lady above mentioned. Her name is not mentioned, but will be given in strict confidence to the person claiming reward.

Every one on the Charleston Division works. See our picture showing the superintendent helping to handle mail at Orlando station.

In conclusion, let's get all the business we can, and let's avoid all the WASTE we can, and above all

BOOST THE BALTIMORE AND OHIO AT EVERY OPPORTUNITY.

In the line with our campaign to move cars promptly, Baltimore and Ohio 94150, loaded with hay, arrived at Gilmor at 5.00 p. m. on February 10, was unloaded at 8.00 p. m. and left again the following morning at 9.00 a. m. with a load of merchandise. Agent Friend is congratulated on his interest in keeping cars moving.

Weston, W. Va.

In connection with the Charleston Division slogan for 1921, the following item in a recent paper came to the writer's attention. It fits so well that it is worth repeating:

"The Joyce"
Very Latest Style
POPLIN DRESS

$4.95 For This Sale

Look the world over and you won't find a more striking bargain! Just to introduce the David Strong Company to thousands of new customers, we offer this beautiful, lustrous Silk Poplin Dress for the unheard of price of $4.95! **The Joyce** is an exact copy of a very expensive model. It has all the grace and charm of a real Parisian creation. A favorite style with women of all ages. We know that once you see it you will say it is easily worth double this special advertising price. But don't take our word for it. We gladly send it to you **without one penny in advance.** Just send name and address on a letter and the dress will be sent to you at once. Don't delay—this is a special advertising offer and **may be withdrawn.**



Beautiful Lustrous Silk Poplin

$9 VALUE

Richly Embroidered

David Strong's Famous Guarantee Protects You

Send No Money

The season's most charming style—**The Joyce**—is made of a choice fine quality lustrous silk poplin in two favorite colors. Richly embroidered with beautiful **gold tinsel** embroidery. Stunning triangle of French Knots in contrasting color on waist. Cut full in one-piece effect—all the rage. Charming sash of self material. Popular three-quarter length sleeves with double cuffs. The bewitching beauty, the tailored smartness and the choice materials of this beautiful frock cannot be appreciated until you have it on. It is not to be confused with ordinary poplin dresses generally offered at much higher prices.

Send Now! Just mail coupon or write letter quick, **before this sale closes. Send no money.** Deposit $4.95 and postage with postman on arrival. Try on and examine. If not convinced it is greatest Silk Poplin Dress bargain you ever saw, send it back and we will refund your money.

Colors: Navy Blue and Black. Sizes 32 to 44 bust measure, regular lengths. Misses' sizes: 14 to 18 years. State color and size.

DAVID STRONG COMPANY

Dept. PD1144 *Same Management Since 1885* **CHICAGO**

David Strong Co., Dept. PD1144 CHICAGO

Send **Joyce Silk Poplin Dress** at once. I will pay $4.95 and postage on arrival and examine carefully. If not satisfied I will send it back and you will refund my money.

Size ..... Color .....

Name .....

Address .....

City ..... State .....

"Consequences are pitiless—and in the life of every man and every woman 'Unthoughtfulness' (in other words, failure to "Think About It") covers a bottomless pit of useless regrets and unavailing remorse." "People succeed and are happy in proportion as they look to the future and work for the future."

Good advice; let's all try to follow it.

Business conditions in some directions seem to be improving slightly, while in others they remain the same, but the general result is well set forth in an article appearing on page 5 of our February MAGAZINE. If you have not read this article it is recommended to your careful study. It contains food for serious thought. It shows that our business since October has fallen off some 30 per cent. If some of us have felt that the economies being effected are drastic, or harsh, a careful study of the article in question gives us the reason. Economy does not always lie in cutting off men; it can be effected in other ways, and we are the ones who can do it. The higher officials of our Railroad are all "human"

men, and no duty is harder for them than that of reducing forces.

If every bit of saving that can be made, were made, it is probable that we could conserve our resources enough this way to obviate large reductions in forces. Every employe can help to save, and avoid waste, and by performing his duties in a thoroughly efficient manner avoid the necessity of making further cuts.

There are no surer ways to save money than by avoiding claim payments, waste of fuel, waste of stationery and supplies of any kind, and the hundred and one things that go to make bad operation. The shutting down of a big shop for a few days will save, perhaps, several thousand dollars, but of what use is that economy if the next day, through the failure of someone to THINK about his work, there is a derailment which costs three or four times the amount saved, and is nothing more or less than absolutely *avoidable* waste.

SAFETY is another item that counts above all things in our scheme of operations. If a passenger is injured through lack of care on the part of some employe, and a claim of large proportions results, then what has it profited that a similar amount was saved by some operating economies? Better far that we all make up our minds to give a 100 per cent. performance, so that the wasteful payments, which do no one any good, may be avoided, and money which would otherwise be so thrown away, made available to pay the salaries of all our employes.

The Charleston Division has made up its mind that it is going to be efficient, from top to bottom. It has made up its mind that it is going to be SAFE, that it is going to AVOID CLAIMS, that every one of us is going to do our share to make friends for the Company, and by so doing insure the freight and passenger business coming our way. Finally, that it is going to AVOID WASTE of all kinds, both human and material.



Daddy's an engineer and so is little Harry, son of Ross Burford, Wheeling Division

A recent visitor at Weston Division Headquarters was S. W. Hill, assistant auditor of disbursements. Mr. Hill was a very welcome surprise, it being the first time he has come to see us in Weston. During the afternoon he addressed the employes of the Division Accountant's office, others from adjoining offices being present, including Superintendent Trapnell. Mr. Hill discussed the work of the Accounting Department and impressed his force with the necessity of team work, and also emphasized the importance of correct accounting. We hope he will come soon again.

H. J. Burkley, recently appointed master mechanic at Gassaway, has returned to duty after two weeks absence with an attack of influenza. Master Mechanic Baldinger has moved his family from Gassaway to Benwood, and General Car Foreman Garber has brought his family from Benwood to Gassaway. We speed the parting guests and welcome the newcomers.

Wheeling Division

Correspondent, A. N. GANTZER

The accompanying photograph is of Harry Burford, Jr., son of C. R. Burford, engineer, Wheeling Division.

Western Lines

General Offices, Cincinnati

Correspondents

E. W. SPILLE, *Pass Clerk*, General Manager's Office

E. H. HENKEN, *Assistant Chief Clerk*, Division Freight Office

We have in the Superintendent Motive Power office a young man who is the champion of champions. Roger Meagher claims the distinction of being the best pallbearer in the city of Cincinnati. He sets aside one day each week to act in this capacity; had he more time, "Rog" says that he could perform this work of charity at least two or three times a week. If anyone in the General offices is contemplating "ending it



SNAPSHOTS FROM THE CHARLESTON DIVISION

Left to right, upper row: Engineer "Jack" Phillips and his family; engine 2010 as she looked when Foreman O. J. Kelly's men turned her out of Weston. Middle row: The Superintendent on the job; Supervisor M. J. Harrington, W. Va. and P. territory; the "Pride of the Charleston Division" floats on high. Bottom row: Gassaway Station; Orlando Station at a busy moment



L. S. Cunningham

all," get in touch with Roger at least three weeks in advance, so that he can arrange his work accordingly.

Clarence Hornbach, the energetic evangelist, will give a lecture next Tuesday night at Workman's Hall on "The Evils of Tobacco."

Millionaire Miller has just recovered from a serious operation. Credit his devoted nurse, Gladys Pierret.

John Sheeran and George Kopp have opened up a first class barber shop. Mustaches a specialty.

"Joe" Noewer and W. A. Radspinner have opened their new hotel for colored people at Third and Central Avenues.

F. O. Bamforth, formerly assistant chief clerk to general manager, has resigned to accept the position of chief clerk to superintendent, Garrett, Indiana. Mr. Bamforth has been in the General Manager's office for the past 9 years, working up from the position of stenographer. We all regret to have "Freddie" leave us, but our very best wishes accompany him to his new duties. We hope that he will not forget us and will drop in on us occasionally. Walter K. Noe, former secretary to the general manager, has been promoted to the position of assistant chief clerk.

The accompanying picture is that of two comptometer operators in the office of assistant to general manager. They are, Miss Charlotte Lauther on the left and Miss Mae Agen on the right. It is needless to mention the fact that they are two of the most pleasant girls in the General offices. See that smile on their face! Well, it's there all the time. Will try to have more smiling countenances next month.

We extend our congratulations to R. K. Sheets, telegrapher, "SG" office, on the arrival of an 8-pound baby girl at his home on February 20. This is the sixth in his family. Thanks for the cigarettes.

Slippery Slim's Philosophy

If you do not want to work, do not get in the way of others that do.

Don't ridicule the aged, remember you'll be old some day yourself.

If you don't like the way the office is run don't tell us about it; tell the "boss."

Give the Company full eight hours' work; remember you are asking for eight hours' pay and this is no charitable institution.

Don't think the "boss" has it in for you just because you cannot have what you want.

If you had a fight with your wife before coming to work, don't come to the office and take it out on the clerks.

When out among strangers, always have a good word for the Baltimore and Ohio Railroad.

Be a booster, don't be always knocking.

A lion's roar induces respect, but remember, Calvin, you're no lion.

"Bobbie" Burns will meet all comers to defend the 300 ball pool championship of Ohio.

E. C. Yocum from XAT Ranch, Cheyenne, Wyo., is in town conferring with "Bill" Andrews, the big beef packer, about the price of canned "BULL" for next season.

Traffic Department

The accompanying picture is that of L. S. Cunningham, draftsman in the office of superintendent of motive power. Mr. Cunningham is known quite well over the Baltimore and Ohio for his skill as a draftsman. He has contributed a number of the covers for our MAGAZINE.

Arthur Perry, John Smith, Rawn Kinney, "Tom" Baker, Arthur Flach and "Ed" Gardner journeyed to St. Louis on February 26 to engage in a bowling contest with a team from the Traffic Department of that city. Sad to relate they lost by some 200 points, but the sting of their defeat was lost in the splendid treatment they received at the hands of the St-Louis players. They extend their sincere thanks to Messrs. Bollman, Bradley, Turgeon, Minear and Coppedge of the St. Louis team for their hospitality, and assure them that any time they visit this man's town they are certain of a warm welcome.

F. Earl Smith, Tariff Bureau, takes the hand embroidered freight car when it comes to presumption. Can you imagine a person having a birthday and then demanding that the office force give a party in his honor? Well, that's what F. Earl did—and even insisted that Louise Silberhorn buy him a bunch of lollypops as a birthday gift. But we hand it to you at that, "Smittie"; anybody that can get Louise to spend a nickle certainly deserves credit.

Olive Tealen once had a bad cough,
So she went to a doctor named Hough,
And he said, as he laughed,
"You've been caught in a draught,
For the hair from your ears is all off."

"I wonder," began "Tom" Baker.

"You wonder what," asked "Art" Flach, reaching for a paper weight.

"I wonder if you could call a man a cannibal if he's living off his friends," replied "Tom." And then it happened.

After seeing the notice in the February MAGAZINE, advertising the Traffic Department Hair Raising Quartet, "Charlie" Hall was bumped by a poetic muse, which he says is responsible for the following:

That note may be funny, I'll have to admit,
But to one of the victims seems very poor wit.
For barbers should worry and call it despair
When they get half a dollar for cutting one's hair.



Why is work interesting at General Offices, Cincinnati? Two good reasons: Misses Charlotte Lawther and May Agen

As Shakespere Sees Them

"It will discourse most eloquent music."—Charles Lally.

"Very like a whale."—Edward Henken.

"Assume a virtue if you have it not."—Lucia Stockman.

"Let me not burst in ignorance."—Arthur Perry.

"The lady doth protest too much, me thinks."—Louise Silberhorn.

"The observed of all observers."—Olive Tealen.

"I am the very pink of courtesy."—Edward Gardner.

"I bear a charmed life."—Albert Todd.

"Give me the ocular proof."—Rawn Kinney.

G. Jeffries: "Charlie," on what does a ship weigh anchor?

C. Boyd: Why, they catch a fish and weigh it on its scales.

We are advised that when "Tom" Baker went to St. Louis with the bowling team, it was the first time he had ever slept in a Pullman, and great was the occasion. That is, it was great for everybody except Rawn Kinney. Kinney slept right across the aisle from "Tom" and every time the train would stop at a station, "Tom" would reach over and jab poor Rawn in the ribs and ask him what station it was. By the time the train got to Vincennes, Kinney thought that possibly "Tom" had gotten over the sensation of lying in a berth and watching the stations pass by, but no, innocent Thomas wasn't satisfied until he counted every station up to East St. Louis

Guaranteed Standard Tires



Save One-Half

This is your opportunity to cut your tire costs. We ship only Standard Makes adjusted or demonstrating tires in excellent condition and good for 6,000 miles service. Tires that have won national reputation for high quality and long mileage. Shipped to you for inspection. These are not double tread or rebuilt tires.

Less Than 1-2 Price

Size	Tires	Tubes	Size	Tires	Tubes
30x3	$ 6.50	$1.50	32x3½	$12.00	$2.60
30x3½	6.50	1.70	33x4½	12.25	2.70
32x3½	8.00	1.90	34x4½	12.50	2.90
31x4	8.25	2.20	35x4½	12.60	8.00
32x4	9.00	2.30	36x4½	12.75	8.30
33x4	10.25	2.40	35x5	12.85	8.40
34x4	10.50	2.50	37x5	12.95	8.70

Send Now—State number and size of tires wanted, specify S. S. clincher, plain or non-skid. Send only $2.00 deposit on each tire, balance C. O. D. subject to examination. EXTRA 10 per cent discount if you send cash with order. Send today and be a pleased customer.

PEOPLE'S TIRE COMPANY
2323 S. State Street, Dept. F, Chicago, Ill.

Free Book
Containing complete story of the origin and history of that wonderful instrument—the

Easy to Play Easy to Pay

SAXOPHONE



This book tells you when to use Saxophone—singly, in quartettes, in sextettes, or in regular band; how to transpose cello parts in orchestra and many other things you would like to know.

You can learn to play the scale in one hour's practice, and soon be playing popular airs. You can double your income, your pleasure, and your popularity. **Easy to pay** by our easy payment plan.

MAKES AN IDEAL PRESENT

Send for free Saxophone book and catalog of everything in True-Tone band and orchestra instruments.

BUESCHER BAND INSTRUMENT CO.
494 Buescher Block, Elkhart, Ind.

—and then wanted to sleep! Betcha that even now "Tom" doesn't know on which side of Cincinnati North Vernon is located.

W. R. Kinney left Cincinnati on Sunday, March 13 for Dallas, Texas, to become traveling freight agent for the Baltimore and Ohio, with headquarters in that city. Before he left, the General Freight office employes presented him with a handsome traveling bag in which he will be able to carry his other shirt and another pair of socks if he has them. "Kinney-Bill" takes with him the very best wishes of the entire Traffic Department, accompanied with the hope that he won't get shot up by any of the bucking buckaroos of Tipsy Texas and that he will find at least enough Irishmen down there to make things interesting. So long, Rawn; remember that there's where "Max" Freese got his start.

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

James H. Finley, for many years an employe of the Baltimore and Ohio Railroad Company, passed away at the Presbyterian Home for the Aged, Pittsburgh, on February 22. He was buried from the Wilsee Chapel, Cincinnati, on February 25.

The services were conducted by the Rev. David McKinney of the Reformed Presbyterian Church, of which Mr. Finley had been a life-long member and was attended by a large number of old friends.

Mr. Finley was 82 years old at the time of his death. He entered the service of the Ohio and Mississippi Railway as depot master at Storrs in 1882. He held this position until 1900, when he took charge of the perishable yard at Plum Street. In 1915 he was retired and placed on our list of Veterans.

Mr. Finley was fair in all his dealings, upright and honest, and could always be trusted with any duty.

The Company lost a faithful servant and it can well be said of him: "Well done, good and faithful servant, enter thou into the joys of thy Lord."

We have all read recently of the instructions issued by health officials: "Get plenty of sleep." It is quite obvious that a certain young lady in the Master Mechanic's office at Storrs does not agree with this theory. They also say she is some "Tangoist"!

The Stores Department, Storrs, has a romantic employe in the personage of Bertram Golden. He has punched cattle in Arizona, mined copper in Utah, fought Mexicans in Mexico, and can tell interesting tales of the old days of the West. This handsome young "Soldier of Fortune" has also toured Europe quite extensively, especially the place of his birth—Ireland. I'll have to disappoint the girls, though; he's married—just recently, too.

An Open Challenge to All Motorists

C. J. Bredestege, of the Stores Department, claims he can beat any one—or rather any other machine—down Glenway Avenue in his Maxwell. He won't race up hill, though. They say that his car has five wheels—perhaps that's the reason!

Let the other fellows spread the gloom
and paint the future blue—when they lie
down it makes more room for men with
sand like you.

Each time they tell their sorrow,
They could turn it into a smile;
To load their freight via B. & O.
They'd find it worth their while.

Reducing Expenses

We are going back to getting on the job, watching costs, retaining the business we now have and hustling for new. Service and cooperation on the part of every department and employe of the Baltimore and Ohio family to our customers will be a wonderful factor in increasing our revenue.

Do you know that the loss of revenue on one car of fourth class freight from Cincinnati to New York would pay the expenses of a good sized office force for a week? Don't let any business get away from us on account of service, and above all, when located on our own tracks.

On the Job

Not going to get on, but "ON."

Hugh King, our hustling tallyman, Gest Street, is wearing a broad smile lately, knowing that he made an average of 21,653 pounds merchandise per car for November, ranking eleventh among stations on Western Lines. He came right back again in December for an average of 21,175 pounds per car, ranking seventh.

Hugh just won't let them go light when he has the business. Keep it up, Hugh; load them solid. You no doubt have in mind that 50 per cent. reduction in damage claims for 1921. Hugh not only loads cars heavy, which is a big saving in many ways, but he has a little way of his own in keeping the cost down, which shows he is working on 1921 standards.

George Rethman, our accommodating assistant cashier at Gest Street, has been working hard on collections. It is needless to say that George succeeds in his task, as he accomplishes about everything he goes after, even if it is an old demurrage bill which has been disputed. George made the encouraging report that collections for month of January, 1921, exceeded the same period in 1920 by 34 per cent. Pretty good for dull times. Now is the time when increased collections count.

Meet Mr. Spaulding

G. B. Spaulding, car inspector, Gest Street, the box car poet, better known as "Bad Order Spauldie." George's excellent cooperation with all departments to furnish suitable equipment for the many industries in the west end manufacturing district is a wonderful help in getting and retaining business for our own rails. From the way George is ordering supplies of Form 1126 "Commodity Card" it is evident that he is picking out cars that will transport freight to destination without damage. He also has in mind the drive for 50 per cent. reduction in damage claims for 1921. George is a great advocate of Safety First, and only those that are good will go.

Harry J. Hocks boasted recently of having lunched for three days in succession at the Gibson Hotel. Upon investigating it was found he had taken up the church collection on the previous Sunday.

Things We Would Like to See

J. P. Fallon figuring his income tax.

P. C. Stanhope attending banquet at Manhattan Rest.

H. F. Howard riding in his Jewish Showcase (Ford Limousine.).

A. E. Busard's farm at Silverton, Ohio.

Operator Kelly, "GK" Tower, contracted with a farmer about two years ago to take eggs weekly, at a set price. Since the fall in the price of hen fruit, he does not want to carry out the contract.

Elmer Pabst, known as the "fashion plate from Stock Yards," has been working the temporary vacancy as crew dispatcher, Eighth Street.

A. E. Busard has been assigned to the first trick crew disptacher vacancy, Eighth Street, vice J. L. Keefe, who died on December 8.

R. K. Bottorff, former operator, Indiana Division, has been assigned to third trick crew dispatcher, Eighth Street.

Wesley Hoopengarner, former operator, Indiana Division, has been assigned second trick crew dispatcher, Eighth Street.

The pet cat from Trainmaster's office, belonging to W. J. Robinson, has disappeared. Finder please return to night trainmaster.

No doubt you have heard of our bachelor friend, W. C. Owens, assistant freight agent, Gest Street Station. If you have not, you have missed a good treat. Agent Owens is a fine fellow, all the girls around the factory district at Gest Street say so, and if the girls say he is, it must be right. As to Baltimore and Ohio business, Owens has them all beat. He will let nobody ship at Gest Street without giving us as long a haul as they can. The Railroad practices "Safety First" and Owens is sure playing the game. The fine work he is doing at Gest Street shows that he is on the alert and keeping times good at his station. I am showing below a little story about "Owens and the Box Car" which will explain the trying position he is in at times.

The Plight of a Box Car

I built a box car
While Agent Owens slept,
And out of the car
I silently crept.

Out of the car
Into the yard
While Agent Owens
Was off his guard.

The little box car suddenly awoke,
Gave to himself a punch and poke,
Rubbed his eyes and looked around—
But Agent Owens could not be found.

Out of the way he ran so hard,
Out of the way and railroad yard,
Never an Owens was there in sight
The box car had got in a dreadful plight.

Up the track he ran to look,
Down the track to another nook,
Up the hill came—whom do you guess?
Agent Owens in his night dress!

It rained and the car was wet as sop,
And Agent Owens kicked to make him stop.
Gripping his dress in his teeth so strong
He gently carried Agent Owens along.

It was the only car in the Railroad yard,
And Agent Owens was trying hard
To stop the car for a Gest Street load,
And bill it out on the B. & O. Road.

Of course that filled Owens full of smiles,
A haul on our Road of 200 miles,
And Agent Owens didn't get the worst,
For he was playing "Safety First."

Increased Business

The outlook for increased business at Gest Street is bright. With the short month of February of 23 days, the inbound carload revenue haul tonnage increased 20 per cent. over January this year. The fact that industries in this territory are getting in more material is a good indication of increased output in the near future.

Our big Matzos baker, The B. Manischewitz Company, is running at top-notch capacity. Our big furnace company, The Monitor Stove Company is fast getting into their usual stride; F. H. Lawson Company, manufacturers of tinware, etc., report increased business. The Brown Carriage Company has had a nice business for the past two



Phyllis and Elaine Dickerson

John Hiskey, local accounting office, has been compelled to take a leave of absence because of ill health.

The accompanying photographs show Phyllis, age three, and Elaine, age six, two bright-eyed daughters of J. B. Dickerson, Division Accountant's office, Newark, Ohio.

Information reaches us that "Turkey," a well known telephone maintainer, was actually caught buying himself a package of cigarettes a few days ago. As our informant estimates that this thing may not happen again until about the year 1935, we have concluded that it should be given mention through the columns of the MAGAZINE.

months, having had a large export order. With other industries gradually falling into line, it won't be long until business will be about normal in this territory.

Be an Optimist

An optimist is one who knows that the bitter is mixed with the sweet, but who has sense enough not to grind his teeth upon a bitter pill.

Conditions may not be as favorable as we would like, but we know they are not half as bad as compared with conditions in other countries.

Optimism sends new life force through the system. "Laugh and the world laughs with you—smile and the banker will trust you."

Look cheerfully into the future. The tide turns quickly. Cheer up, it isn't half bad.

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

The accompanying is a good likeness of William A. Ford and grandson, "Billy" Hall. Mr. Ford entered the service of the Company in August, 1884, and at the present time is a member of the Police Department, acting in the capacity as night watchman, Newark Shops, making the rounds and ringing in at a dozen or more fire boxes each hour every night. Besides his grandson, Mr. Ford's hobby is rabbit hunting, and we'll say that the number of miles covered by him each night in the performance of his duties has in no way interfered with his climbing up and down hills all day in pursuit of the cottontail.

After their recent "hit" in presentation of "Fads and Fancies," the "Apple Pie Revue," we fear the call of the stage may cause us to lose the services of two efficient clerks in the Accounting Department—Ira Andrew Rickmer and Otto Von Reichert.



Granddaddy W. A. Ford and little "Billy" Hall

Sandusky, Ohio

Miss Ivette C. Martin, ticket clerk, recently enjoyed a two weeks' trip through the South. With a party of 10, she visited the Mardi Gras at New Orleans as well as a number of other cities in the Southland.

Business conditions are reported improving. A number of industries have opened up, and the indications are that within the next month most of them will be back on nearly normal basis.

The ice crop in Sandusky bay this year has been a complete failure. Ordinarily there are shipped from this point 500 to 800 cars during the Winter season; however, with the weather conditions prevailing this season, there has been no ice cut for shipping purposes whatever.

Zanesville, Ohio, Freight Station

Miss Margaret Evans, "Maggie," as we familiarly know her, resigned her position in the local freight office on March 15, another victim of Cupid's bow and arrow. We have



Write for our latest free Monthly Bulletin of men's women's and children's clothing and shoes. Everything on small monthly payments.

$1.00 Down

Brings You This Dress

Silk Satin and Georgette

Richly Embroidered

Send only $1.00 with the coupon for this dress. Money back if you ask for it. This stunning dress is a big special bargain. Supply limited. Send coupon now.

Cut Price

Charming frock splendidly designed in a combination of Silk satin and Georgette. Waist part is fine satin, modeled in becoming circular neck effect and richly embroidered in both front and back. Sleeves and overskirt are Silk Georgette, edged with folds of satin. Overskirt is elaborately embroidered, while beneath is a lining of serviceable tussah silk. Dropekirt is satin to match waist. Furnished in Navy Blue, Black, or Brown. Sizes 34 to 44 and Misses 16 to 20. Give color wanted also bust, belt, hip and length measure. Order by No. S-35. $1.00 down, $3.20 monthly. Total price reduced to $19.95.

6 Months to Pay

Buy the Elmer Richards way. Dress well and pay in small monthly sums. Anything in clothing and shoes for men, women and children. No charge for credit.

Send Coupon

This special bargain sent on approval. Don't miss this cut-price sale. If you don't keep it you are not out a penny. Send coupon with a $1.00 P. O. order or a dollar bill. Mail coupon now.

Elmer Richards Co.

Dept. 4014 West 35th St., Chicago, Ill.

I enclose $1.00. Send Silk Satin and Georgette Dress, No. S-35. Color.....

Bust.....Belt.....Hip.....Length.....

If I am not satisfied with the dress, I can return it and get my payment back. Otherwise I will pay special cut price, $19.95, on your terms of $1.00 with coupon, balance $3.20 monthly.

Name.....

Address.....

.....

not yet learned the name of the lucky gentleman, but are extending best wishes for her future prosperity and happiness.

Van Sant, the "Office Grouch" was recently heard singing "In the Good Old Summer Time," and now we are willing to bet that Winter is over.

New Castle Division

Correspondent, J. A. Jackson

Friends of Mr. John F. Stevens, father of our superintendent, will learn with interest of the honors recently bestowed upon him by the French Government, when he was decorated with the cross of the Legion of Honor, with the rank of officer. This is the highest honor conferred by the French Government, and this distinction comes as the result of Mr. Stevens' exceptional record in Russia and China on the Inter-Allied Technical Board in charge of Railroads in Russia, and also that of the East Chinese Railroad.

Mr. Stevens assumed his duties in the Far East about four years ago, and since that time he has been successful in placing the roads on an efficient working basis.

On a recent visit to this country on an important mission for the Government, Mr. Stevens stopped here and spent several days at the home of his son, D. F. Stevens, on Carlisle Street.

Our basketball team closed its schedule in the City League and finished in third place, which is a creditable showing, considering that the league was composed of some of the best players in the State. Much of the success of the team is due to the efficient handling of the players, under the direction of Captain Claire Kocher.

George Broadbeck, electric welder, New Castle Junction Shops, and Miss Daisy Pringle, of this city, were recently married in Cumberland, Md. They are now at home to their friends on Adams Street. George is one of the popular boys in the shops, and a host of friends are extending the happy couple their best wishes for an abundance of good luck, prosperity and happiness.

Miss Agnes Barnes, stenographer to terminal trainmaster, New Castle Junction, resigned her position on March 20 and left for Gary, Ind., where she will make her future home. Her father recently accepted a position with the United States Steel Company at that place. Our best wishes accompany Miss Barnes.

The accompanying photograph is of the sectionmen of Section 58, and a part of the station force at Wooster, Ohio. The names of those in the picture are, left to right, first row: H. Keightley, M. Miller, S. J. Arnold, R. S. Miller, section foreman, and J. H. Hudnut. Second row: L. O. Marble, clerk; J. G. Slocum, station agent; E. C. Low, and B. F. Low.

Cleveland Division

Correspondents

A. F. Becker, *Secretary to Superintendent*, Cleveland, Ohio
E. L. Miller, *Chief Clerk to Division Freight Agent*, Akron, Ohio
H. B. Smith, *Supervising Agent*, Cleveland, Ohio
W. E. Brugh, *Clerk to Trainmaster*, Massillon, Ohio

The Cleveland Welfare Club gave its first ball on February 21 at Moose Hall. Approximately 250 to 300 members and their families attended. By special request, Misses Stahlnecker and Cartwright were asked to repeat the part they took in the recent Safety Rally, of two duets, which were beautifully rendered and appreciated by all. This is only the first of a series of dances and entertainments to be given by the Welfare Club, and judging from the attendance and comments on the dance, we feel that it was a success.

Someone has said that the local laundries are losing money because G. H. Kaiser, road foreman of engines, wears a rubber collar. We understand he has discarded it and is now wearing linen collars. George says he can still beat the laundries by turning his collar inside out, thus wearing it on both sides.

Do You Know the Reason

Why H. B. Smith receives the women's fashion sheet?
Why George Maisch wears his coat out in the sleeves?
Why George Gordon wears soft collars now?
Why John Fluck breaks his chair?
Why Carl Groninger is popular at the Welfare dances?
Why "Jack" Scheuerman makes a good stage manager?
Why everybody looks for George Trope on the 13th and 16th of the month?
Why Margrette Smith cannot ride for half fare and H. H. Reun can?

Boost

Boost your city, boost your friend,
Boost the church that you attend;
Boost the street on which you're dwelling,
Boost the goods that you are selling.



J. A. Weaver and C. R. Summers

They can get along without you—
But success will quicker find them
If they know that you're behind them.
Boost for every forward movement;
Boost for every new improvement;
Boost the Company for which you labor;
Boost the stranger and the neighbor.
Cease to be a chronic knocker,
If you'd make your city better;
Cease to be a progress blocker,
Boost it to the final letter,
Join the Welfare, you'll be better.—J. P. W.

Effective March 15, Train Rider Warrenfeltz was promoted to position of lieutenant on staff of Captain T. L. Rowe. Keep up the good work, "Jack," we wish you continued success.

"Uncle Tom" Dowling continues to act as secretary of the Mothers' Benevolent Association and H. ("Hercules") Reum as the president. Membership is now open to all departments.

All agents and local freight conductors continue their campaign to reduce claim payments 50 per cent. for this year and results are showing up well. The postponing of monthly claim prevention meetings will not interefere with the intensive campaign in the interest of freight claim prevention.

Friends of Officer "Jack" Foley will now find him at Ninth and Superior any day after office hours. Looks as if competition was too keen at Ninth and Euclid.

W. G. Dee, foreman, Lake Warehouse, submits the following:
The little things are the things worth while,
The word of praise, the pleasant smile,
The helpful thought, the handclasp true,
The kindly deeds you always do.
Just the little things that help along
And fill one's life with joy and song.

Massillon

"Nick" Gullef, car inspector, announces the arrival of a 10½-pound daughter on March 8. Congratulations!

I. C. Bowman, is now section foreman, Massillon Yard. The track is beginning to show much improvement, "Ike."

E. Landis, former supervisor, New Castle Division, is now supervisor between Warwick and Dover, vice I. C. Bowman, assigned to other duties.

J. C. Hahn is the regular passenger conductor on trains 58 and 59 running between Cleveland and Bridgeport, vice W. J. Bair. Mr. Bair now has the St. Clairsville "Flyer," vice "Tom" Bowen.



Sectionmen of Section 58 and part of station force, Wooster, Ohio

J. T. Sidaway has returned from a short trip to Florida, but we didn't see him bring any oranges or grape-fruit.

Thomas B. Adams, yard clerk, Dover, has returned from a western trip, extending to various points in California. "Tom" had a fine time, and rode on some good railroads like our own. After all, there in no place like home.

We wish to express our sympathy to Conductor W. E. Hadden, who lost his father in February.

Police Department

Correspondent, LIEUTENANT L. F. BARADA

There being a certain young lady known at times as "Bobbie," Golden Locks," etc., who is the "Queen of the 'Hunt and Punch' system on the L. C. Smith," and who daily receives reports from the officers who do their patrol duty, she is especially interested in the making of fancy borders on towels, napkins, scarfs, etc. I wonder why the big idea of the "hope chest materials"? Anyway, we trust that she will be a good sleuth around the house and locate all dusty corners.

It is strange when a certain supervising agent, who is granted the honor of popularity winner for good looks, dancing and entertaining, should attend the Welfare meetings alone. It is hardly fair to monopolize our fair guests for dancing and moonlight waltzes when not accompanied by someone to trade. Get busy "Handsome" and show us that you are not going to be classed as an habitual bachelor tutor.

Our agent, Massillon, purchased a ticket for the Cleveland Welfare Dance held at the Moose Club Hall recently and then did not appear. Could it be that he is following in the footsteps of our supervising agent and has taken up the crape of bachelorhood?

Akron

Elmo J. McCall, the amiable clerk, District Freight office, is the happiest man in all Akron because of the arrival at his home of a wonderful baby girl. Mrs. McCall was formerly Miss Pearl Sauers, secretary to Terminal Trainmaster Smith.

D. C. Barrett, secretary to district freight agent, resigned, effective February 29. We are glad to welcome as his successor Miss Ruth L. Gordon.

Miss Pauline Rush, the most popular girl in the Akron Terminal, has been transferred from the Car Foreman's office to the office of the Terminal Trainmaster.

J. B. Drake, assistant agent, East Akron, recently received the following letter from a Barberton lady:

"About 10 years ago I used the Baltimore and Ohio passenger service every day. One day the agent gave me $1.00 too much change and I kept it. I have gotten religion and want to make everything right with Jesus, so I am enclosing $1.00 with 31 cents interest."

The accompanying picture is of our beauties, J. A. Weaver, demurrage clerk, and C. R. Summers, chief rate clerk, Howard Street.

A clever poem, written by Mr. Weaver to Miss Crowthers of Howard Street, who has been ill for the last two months, contained the names and occupations of all those who participated in the securing of a token for Miss Crowthers. We have sent it to the MAGAZINE in the hope that it can be used.

Sorry, though good, it is quite long, and pressure for space prevents.—*Editor.*

Realizing our need for additional freight and passenger revenue, the Welfare League of Akron has launched a two weeks' solicitation drive in cooperation with the Traffic Department. An effort is being made by the members of the League to induce the merchants, with whom they trade, to route their traffic via our line and we are all endeavoring to interest our friends in using our passenger service.

During the period of depression we have enjoyed splendid cooperation and practically every employe of the Akron Terminal has been a freight solicitor. Terminal Agent Troescher and Terminal Trainmaster Smith have closely cooperated with District Freight Agent Groninger in an active solicitation of freight traffic and splendid results have been obtained.

One of the most active freight solicitors in the Akron Terminal is J. E. Frisky, night yardmaster, East Akron. Mr. Frisky feels it a personal loss whenever any of the industries in his territory give the Baltimore and Ohio a car to be switched to connecting lines at Akron for road haul movement. By giving the concerns in his territory exactly the kind of switching service they want he has made many friends for the Railroad.

R. M. Claggett, demurrage clerk, East Akron, this week secured a carload of household goods for Philadelphia despite the fact that a competing railroad was actively soliciting this business.

Views of our "Big Family's" Recreation Centers



Race Track at Ideal Park, Endicott, N. Y., attracts large crowds at the various meets during the racing season



"Ideal Home," Endicott, N. Y. Our workers Free Library is equipped with all the comforts of the real home

ENDICOTT - JOHNSON

SHOES FOR WORKERS AND THEIR BOYS AND GIRLS

ENDICOTT, N. Y. JOHNSON CITY, N. Y.

ASK YOUR DEALER TO SEE OUR SHOES

Chicago Division

Correspondents

F. N. SCHULTZ, *Division Operator*, Garrett, Ind.

ESTHER J. SPREENBERG, *Clerk*, South Chicago

MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.

R. R. JENKINS, *Secretary, Y. M. C. A.*, Willard, Ohio

P. H. CARROLL, *Signal Supervisor*, Garrett, Ind.

W. C. ADDY, Willard, Ohio

FLORENCE E. SMITH, *Freight Office*, Chicago

Willard

It is hard to keep "Charlie" Dame at home nowadays. He spent the months of December and January in Fostoria and became acquainted with so many other "dames" that he is getting positively unmanageable.

Fireman Ernest Ransom, Fostoria, is the proud daddy of a baby girl. Congratulations, Ernest!

H. E. Heller, our honorable freight agent, has paid his last dime for a shine. The Company has built a cement sidewalk into the freight office for his special benefit (?).

"Scottie," operator at "J" Tower, tells us an amusing story of an old-time "section boss," who had two sons. The elder son had followed his daddy's occupation, but the younger had not yet chosen his career. The old man came to talk to a passenger engineer about the matter.

"Do you reckon you can get my boy on the road as a fireman?" asked he.

"I'm willing to speak to the road foreman about him," said the engineer, "but why not make a section boss of him as you did with the other boy?"

"Well, sir," said the old fellow, "I reckon I might as well tell you, the boy ain't exactly right."

Mrs. A. H. Young, wife of Fireman Young, underwent a serious operation for appendicitis during the early part of February. We are glad to know that she is rapidly improving.

Wait one minute, Hartzeler! We'd like an introduction to her.

Sarah: Why do you think that women talk longer in summer than in winter?

Barney: Because the days are longer.

Firemen "Jess" Durban and Clyde Shaffer passed their examinations on air O. K. Some engineers they will make, eh, boys?

"Joe" Maroney is back on the job, calling again. The same old "Joe," hunting those darn firemen and engineers, although he says the switchmen are the hardest to find.

Fireman Smith had the mumps for a whole week in February. We all thought his cheeks were fat and rosy from being well fed, until he told us. We're glad he's well again.

South Chicago

During these times "Get the Business" must be the watchword of all loyal employes. One way to secure new business and to keep the business we now enjoy is to be courteous to our patrons, both in telephone and personal conversations.

Surely Cupid is working overtime at South Chicago. Since September we have lost three of our girls, the last one being Millie MacFarlane, who, on March 8, became the bride of Robert Kendall, formerly employed by the Company here. Mr. and Mrs. Kendall left on March 9 for Palmer, Saskatchewan, Canada, where they will make their home. Our sincere congratulations and best wishes.

Chicago Terminal

Correspondent, THOMAS H. WILLIAMS

Echoes from the Record Office

By A. Dum Bell

On desk number one there's a sweet little maid,
Hattie's her name, and her smile doesn't fade,
And then at desk two, just opposite, sits
Harry, with record book held in his mitts.
Desk three is Winnie Winkle, she of Tribune fame,
We're glad now to boast of this fine little dame.
Miss Connor (Irene) presides at desk four,
She's sure right home on any dance floor.
Next comes the young lady on Car Record phone,
Just take it from me, that girl isn't a drone!
And don't forget Lucy, our Junction Card Queen,
Most any night at Merry Gardens she's seen.
While Gertie and Romey are the reclaim twins,
Special reclaims are their favorite whims.
And Newlywed Wood is next in the line,
He says married life's an experience fine.
"Gus" is the fellow who answers "99,"
Chewing of horseshoes is his pet pastime.
"Charlie" and "Ed" are the two wheelage boys
Who scatter the wheels without any great noise.
Then comes our stenographer, our "fair Marie,"
She is the just pride of room three-forty.
Miss Ruth and Peterson end up our line,
We call them our "Bowling Twins" almost divine.
And now that we've written the "Car Record Review,"
We'll rack up our pens and bid you adieu.

Effective February 16, our genial friend, J. F. Walsh, was promoted from the position of general yardmaster, Chicago District, to that of assistant trainmaster. Mr. Walsh entered the service of the Company on July 4, 1891, and has worked his way up through the ranks, serving as switchman, conductor, yardmaster, and general yardmaster. He has our best wishes.

Why's?

Why do they open the windows on cold days and keep them closed on warm days?

Why do we pay income tax?

Why do they keep the window shades down when the sun isn't shining?

Why don't they announce the date prohibition is to go into effect?

Why is "Gus" a home route clerk when he should be a heart-breaker in the movies?

Part of a letter to the Correspondent:

I greatly enjoy our MAGAZINE. Its fine lessons have inspired me with a desire to contribute something which directly concerns the many trackmen in our family.

In days gone by I have often made efforts, which came from an inward inclination, to write my thoughts in rhyme, but I never was sufficiently satisfied with them to show them to anyone. At this time I feel that the object in view is more important than classic, and I am willing to humbly expose my composing efforts to your criticism. If you think it is worth printing, let it ride in one of the issues of the MAGAZINE. If not, throw it into the waste basket. My object is only to drive deeper the lessons which have already been taught the trackmen.

Foundation of Safety

By Frank Sindelar

Extra Gang Foreman, B. & O. C. T.

All objects must have a foundation, that's true,
No matter how small or how large they may be,
But pray let me speak of the one above all
That's known around here by the name of SAFETY.

First comes the track on which the trains ride—
The trackmen all look upon it with great pride,
For 'tis by their toil that the train speeds along
And all is made safe for people to ride.

To make a track safe is a lesson itself,
And must its actual meaning construe.
We, ourselves, must be safe to make other things so—
Practice "Safety," whatever we do.

Trackmen, a chisel must never be used,
On the ball of a rail that is hardened with age.
The danger is great from splinters that fly,
And your name may be placed on the accident page.

When with a chisel you must cut a rail,
And slightly you've severed a bit from the line,
Do not attempt to make it straight then,
For surely a splinter will get you some time.

Make sure that your chisels are all good and sound,
The heads of them as also the cutting edge.
Forget not the handles that you must tight hold,
Forget not the hammer, forget not the sledge.

A clawbar is also a dangerous tool,
When held in the hands of a careless trackman.
Especially when pulling spikes in a turn-out,
Your fingers 'twixt the bar and the rail you might slam.

God has given us reason, sight and hearing,
And a love of life for our protection,
Make ample use of these great gifts,
And you'll have no need of sad reflection.

Our Industrial agent, J. M. McDermott, is a live wire. He announces the following new industries located on our line to be served by us: The LaSalle Woodworking & Lumber Company, manufacturers of all kinds of fancy woodwork; Wolf, Sayer & Heller Company, manufacturers of all kinds of butcher supplies, and importers and exporters. Good luck, "Mac," go get some more!

D. J. Sloan, yardmaster, Lincoln Street Joint Zone, has been confined to his home for the past two months because of illness. We are glad to learn that his condition is improving and hope that he will soon be back on the job.

H. O. Wertenberg, president of the Gasoline Alley Club, whose members gather in the Maintenance of Way Department every noon to discuss their troubles, advises he has just completed a course in automobile repairing and now considers himself a first-class mechanic. Howard says he is going to write a book, the title of which will be "Drain Your Radiator to Avoid Trouble." Come on you fans, and "Dan" McNeil! Place your order for a copy today.

A stalwart Swede stepped into a corner drug store. "I bane sick," said he to the clerk. "And I want some viskey."

"Nothing doing," answered the clerk. "Don't you know the country's dry? But," he added, "you might be able to get some squirrel whiskey over there at that saloon."

Across the street the big Swede made known his wants.

"Squirrel whiskey!" yelled the astonished proprietor. "We don't have such a thing, but," in a whisper, "I can fix you up with a little 'Old Crow.'" The Swede shook his head, "I no want to fly," he answered, "I yoost want to yump around a vhile."

Mrs. Bartie Stewart, M. C. B. clerk, East Chicago, has recently undergone an operation at the Mayo Brothers Hospital, Rochester. We all wish her a speedy recovery.

"Fred" Rosenberg, enginehouse foreman, Lincoln Street, has been appointed assistant general foreman, East Chicago, vice G. H. Rosenberg who has been appointed general foreman, Lincoln Street.

Every busy man should have a wife so he won't have to waste his time trying to make up his mind about anything.

He worked by day,
And toiled by night,
He gave up play
And all delight.
Dry books he read,
New things to learn,
And forged ahead,
Success to earn.
He plodded on
With faith and pluck,
And when he won,
Men called it luck.

Obituary

Our sincere sympathy is extended to the families of those in our ranks who have recently died.

P. Parisi, laborer, Lincoln Street Terminal, sustained injuries on February 16 from which he died on March 5.

John Mical, grease cup filler, Lincoln Street Terminal, came to work on February 24, performed his work as usual, became ill and died that night.

Mrs. Jane Pinkerton, secretary to the General Superintendent, buried her father on February 28, after a month's illness. Her friends and co-workers extend their sincere sympathy.

We regret to announce the death of the daughter of Power Plant Engineer G. Danks and to extend our deepest synpathy to the bereaved family.



The Yard at East Dayton, Ohio

J. M. Quigley, boilermaker, Lincoln Street Terminal, fell from locomotive cab window to cement floor in the roundhouse on February 27, sustaining serious injuries about the head, from which he died on March 3.

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

An editorial in one of the local papers gave quite a pleasing comment on the Safety rally we held in Chillicothe on February 14 and ended with the following remarks: "More gatherings of this kind would be productive of untold good to all concerned and the community at large. Whatever the cost, it is money well spent."

The local committee in charge, William Rardin, chairman; Misses Bertha Streitenberger and Eva Eberle, are commended on the efficient manner in which they made all necessary arrangements for this entertainment. We also wish to thank our own interesting entertainers, Miss Bertha Streitenberger, Miss Edith Woodall, Edwin Rutherford and Miss Mildred Curtis.

Roy N. Francis, car apprentice, states he will not have to request trip passes to Wellston, Ohio, in the future, as he is now the owner of a Ford, in which he expects to make the journey to see HER. It may be possible that it will be entirely unnecessary to make the trip to Wellston at all—at least not alone.

Twelve "SAFETY" sentences using names taken at random from the Ohio Division pay rolls:

Read each "PAGE" of the Safety book of rules.

Safety First should "BEE" "AMANN's" "CURRENT" thought.

When you see a nail pointing upward in "DEBORD," bend it down.

Total number of employes "KILLE"(d) during 1920 was 123. Practice SAFETY and see the "QUICK" reduction in this number.

The "POWERS" of Safety are unlimited.

The employe who "MASTERS" the desire to indulge in unsafe practices is the one that "COUNTS."

Remember "STEEL" and other metal "CUTRIGHT" into the eye. "WARE" goggles when doing dangerous work requiring their use.

"WARREN" the "NEWMAN" in regard to unsafe practices.

A "LADY" can also assist in Safety work, if she will "WARNER" husband, brother or father to avoid unsafe practices.

Do not look "OVERSTREET" at the "BUNCH" when "CROSSEN" tracks; think Safety.

Every one knows it is "HARD" to live in "BLACK"(ness). Therefore, why pay the "PRICE" of losing the eyes when the use of goggles will prevent this?

"AID" the Safety Work.

In the last issue of the MAGAZINE, announcement was made of the promotion of O. E. West to the position of general yardmaster, East St. Louis. We again have the pleasure of announcing his further promotion to the position of supervisor of terminals on the Southwest District, with headquarters at Cincinnati. Mr. West entered the service as brakeman on the Ohio Division on May 2, 1903; he was promoted to conductor on February 19, 1917, to night yardmaster on March 3, 1918, and to general yardmaster, Chillicothe, on September 1, 1918. He has our best wishes for success in his new position.

A surprise came to us all recently when the news leaked out that Miss Nell Scharenberg, comptometer operator, Division Accountant's office, had changed her name over a month previous (January 8), having quietly slipped to Windsor, Ontario, where she was married to Lawrence W. Miller, an employe of the Mead Pulp & Paper Company. Accept our good wishes for a happy married life, Mr. and Mrs. Miller.

We have just received notice that the monthly Freight Claim Committee meetings will be discontinued. While this action is necessary at this time for the reduction of expenses in every way possible, it does not mean that what has heretofore been achieved by the holding of such meetings will be lost; on the contrary, individual efforts on the part of all should be put forth to carry on this good work. As much and



Hillsboro Passenger Station

more can and will be accomplished by personal efforts on behalf of every agent and others. PREVENT FREIGHT CLAIMS. IT CAN BE DONE.

J. S. Randall, second assistant engineer, Maintenence of Way, reports the arrival of James, Jr., weight 9 pounds. Congratulations!

F. Segale, agent, at Cozaddale, is the proud pa-pa of a bouncing baby girl. Best wishes, Frank.

The stork also left another girl at Cozaddale. Section Foreman James Long wears the smile that won't come off in this case. Congratulations to the new mamma and papa!

J. W. Purdy, assistant division engineer, on the eve of being transferred to Zanesville, Ohio, February 11, decided it would be entirely too lonesome to live at that place all alone and took unto himself a wife, Miss Cora Gabriel of Cincinnati. The honeymoon was spent in Miami, Florida, from which place "Jim" was thoughtful enough to remember the "Bunch" with a case of oranges. We congratulate you, "Jim," and extend our sympathy to the bride, but wish you both a long and happy married life.

The accompanying picture is of our station at Hillsboro. In the insert are Conductor "Pat" Murphy, the "egg king," and Train Baggagemaster West, both of the Hillsboro accommodation; Station Baggagemaster Doggett.

Indiana Division

Correspondent, H. S. Adams, *Chief Clerk to Superintendent*

Seymour, Ind.

At our Safety Rally on February 8 a very interesting program was rendered at the Majestic Theatre, the following employes participating:

Misses Erma and Elma Stark, Mrs. R. L. Galleher, Miss Luella Brand, Miss Lillian Osterman, R. L. Galleher, N. R. Martin and Travis Spear.

After "Bulletin 70" had been shown at the Majestic, employes and their families enjoyed a dance in the Knights of Pythias Hall. About 1200 employes, their families and friends, attended the Rally.

C. E. Catt, formerly chief clerk to division accountant, and now located at Parkersburg in that position, was a visitor in the division office building recently renewing old acquaintances. Mr. Catt and his family had been called home on account of the death of his father-in-law. Our deepest sympathy is extended.

Cash McOsker, formerly chief transportation timekeeper, and now chief clerk to division accountant, Weston, W. Va., recently returned to Seymour, accompanied by his wife, to spend a holiday with his family and friends. We are glad he found time to drop in and shake hands with his old friends in the division office building.

Office of General Freight Agent, St. Louis, Mo.

Correspondent, Francis Piglosky

We have among us a fortune teller. Clairvoyant Farrar specializes on relating the "past," as he deems it unwise to mention the future, claiming it too black. He prefers telling fortunes of those living in the country and requests patrons not to watch his movements too closely as under his foot he keeps a card, upon which is written all the information.

Mr. Farrar: Haack, are you going to wear out your overcoat today?

Mr. Haack: No, I intend to wear it all winter.

We enjoyed the visit of the bowling team from the Freight Traffic Manager's Office, Cincinnati. After being met at the station Sunday morning, we advanced cautiously up the street in search of Mr. Turgeon and Mr. Bradley, who were part of the Reception Committee. Mr. Turgeon was easily located, and having in mind that Mr. Bradley's wife was out of town, it was unanimously decided to wait no longer. After breakfast a few moments were spent in getting better "acquainted," and at 10.30 the Match Game was played. We won.

Charles B. skinned Skinner for two. What can you do, "Tony"?

A. H. F. appreciates the assistance given by Miss Fox in securing the valuable business of one of the large firms in his territory,

Division Freight Representative C. W. Browder of Kansas City and District Freight Agent F. R. Stebbins of Dallas attended the Missouri Poultry and Egg Convention held here Monday and Tuesday of this week.

A blue velvet dress and a beautiful diamond ring made their appearance at this office within the last week. What's the answer?

East Dayton, Ohio

Correspondent, Edward Mannix

With business affairs rapidly adjusting themselves, we can look forward to better times. Let's all work together, and our country will soon return to its normal condition.

It is inspiring to note how easy it is to secure business when we go after it in the right way. The right way is talk Baltimore and Ohio Railroad for traveling and shipment; and the argument is all on your side.

In an address before the Traffic Managers' Association of our city, Superintendent R. B. Mann presented the claim of our Railroad for traffic, and pointed out Dayton as a shipping point to all parts of the world. The interest manifested in his address will be a business getter—he left no point untouched.

Joseph A. Schiffgen, acting night roundhouse foreman, East Dayton, Ohio, has been called to a higher station in railroad life, namely that of general foreman, Parkersburg, W. Va. This is another case where efficiency has been recognized. We regret to see "Joe" leave us, but, in an unselfish spirit, we congratulate Parkersburg on its selection. Our best wishes follow him.

About one of the most inspiring Safety meetings ever held at Dayton was called to order by Superintendent R. B. Mann on March 8. The interest displayed by the members was surely inspiring.

Again, we must say that a look through our shops and roundhouse, our repair tracks and maintenance of way tracks, reflects great credit on our master mechanic, A. E. McMillan; our general foreman, W. A. Gilmore; our car foreman, Robert O'Neil, and section foreman, A. E. Cooper. Teamwork effects wonders.

Our Welfare Association will soon be formed. Soon we shall enjoy an old-fashioned dance, an up-to-date minstrel show, a basket picnic, a theatre party, and an old-fashioned banquet. Some doings ahead for our bunch. And then—that baseball team again.

The absence of scrap iron, couplers, and various other kinds of material from around East Dayton yards is due to the efforts of our genial section foreman, Allen Cooper.

The splendid appearance of the coal dock at East Dayton is accounted for by the daily inspection trip of General Foreman Gilmore, who also sees to it that the roundhouse tracks are kept in equally as good a condition.

General Yardmaster H. J. Voris has purchased a new pair of glasses. Boys, keep moving.

Our correspondent, Edward Mannix, makes a daily trip to East Dayton yard office to learn if the boys there have any unsafe condition to report.

Brakeman J. C. Smith, generally known as "Hoke," turned up a little later than usual one morning not long ago. Oh, no, he was not late for work; he usually reports three-quarters of an hour ahead of his crew, but on this particular morning he was just on time. Explain yourself, "Hoke."



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Can You Beat This for a Home—A Home in the Springtime!

Perhaps you have always felt that you could not afford to buy a home. So also did A. W. Creeger, track foreman at Tiffin, Ohio, until 1907. Then he decided that he *must* have a home for his large and growing family, and the picture on this page shows the result of his wise decision.

Read Mr. Creeger's interesting story just as he sent it to us:

I entered the service of the Company in October, 1898, as a trackman. In June, 1901, I was promoted to track foreman and worked as such up to May, 1920, when, for a time, I was acting supervisor. I was married in 1899 and raised a family of 9 children, all living. I made application to the Relief Department for a loan and it was granted in October, 1907, to purchase my home. I paid out on this loan in 1915 and asked for another loan, which was granted; this to improve the house. You can see that I have had dealings with the Relief Department for a long time and I must say that the employes of the Baltimore and Ohio surely can feel grateful for the advantages the department offers to help a man acquire a homestead.

The names of the members of my family as shown in the picture are, reading from left to right, standing: Delphin A., Karl M., Thelma M., LaDora A.; seated, Hilda V., Loren M., Mrs. Alice V., myself and the youngest son, Allen W., on my lap; Gilbert H., Mary E.



THE ATTRACTIVE HOME AND FAMILY OF A. W. CREEGER, TRACK FOREMAN AT TIFFIN, OHIO

Can you imagine the charm and satisfaction which Mr. Creeger and his family find in their beautiful home, especially at this time of the year? Spacious grounds, beautiful flowers and trees, the delight of the home garden, and with fragrant fruit blossoms promising a bountiful harvest.

A prospect that any man might envy and a promise that you may some day turn into fulfillment.

We will tell you how if you will write today to

Division "S," Relief Department
The Baltimore and Ohio Railroad Company
Baltimore, Md.

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On Hartman's Easy Payment Terms



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CONGOLEUM GOLD SEAL GUARANTEE
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A DAMP CLOTH WILL REMOVE DIRT IF IT STICKS TO GOODS

9 ft. x 12 ft. Full Room Size

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